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# **PENINSULA GATEWAY PLAZA SPECIFIC PLAN**

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Daly City, California


DRAFT ENVIRONMENTAL IMPACT REPORT

May, 1986

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DRAFT  
ENVIRONMENTAL IMPACT REPORT

For The  
PENINSULA GATEWAY PLAZA SPECIFIC PLAN

Daly City, California

May, 1986



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Sponsor:

City of Daly City, California

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Sausalito, California 94965  
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## I INTRODUCTION

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This document constitutes the Environmental Impact Report (EIR) for the proposed Peninsula Gateway Plaza Specific Plan in Daly City, California. This report has been prepared in accordance with guidelines for implementation of the California Environmental Quality Act (CEQA), and applicable City of Daly City ordinances and guidelines for environmental review.

### 1. The Project Under Review

The "project" for EIR purposes is here described as the adoption of a proposed Specific Plan prepared under Section 65450 et seq. of the California Government Code.

The Specific Plan takes in portions of the city of Daly City known alternately as the "Peninsula Gateway Plaza"; the "Junipero Serra Redevelopment Project Area"; the Daly City "BART Station Area"; and the "study area" involved in the 1985 completed Daly City Intermodal Study, a technical analysis of options to improve the BART Station vicinity in terms of potentials for development, traffic controls, parking, and pedestrian circulation.

This EIR has been prepared to function as a "Master EIR" for anticipated activities by the City of Daly City and the Bay Area Rapid Transit District:

**Redevelopment** of selected portions of the Peninsula Gateway Plaza Specific Plan Area;

**Joint development** of selected properties controlled by the Bay Area Rapid Transit District; and

**Provision of public improvements** throughout the Specific Plan Area, including circulation and parking investments.

As such, the EIR meets the requirements of relevant sections of the California Public Resources and Administrative Codes (Sections 21000 et seq. and 15000 et seq. respectively).





## **2. Background: The Specific Plan**

For a number of years, the City of Daly City has sought to recognize and encourage development potentials within the community. Construction of Interstate Freeway 280 and the Daly City BART Station introduced significant new planning elements into the vicinity. In the early 1970s, the City of Daly City initiated a series of planning efforts to determine a long-range development profile for the Specific Plan Area. These efforts culminated in the preparation of updated General Plan recommendations for the area, and an adopted Redevelopment Plan for the Junipero Serra Project Area (action of December 1976).

BART investments in the Specific Plan Area since 1977 have prompted additional requirements for establishing development potentials in and adjacent to the 1977 Junipero Serra Boulevard redevelopment zone. The BART Turnback Track construction has introduced a major physical change to the character of the vicinity.

Finally, the recommendations of the 1985 Daly City Intermodal Study (DKS Associates) produce joint development opportunities for BART properties, and revised development potentials for other developable private and public parcels within the Specific Plan Area.

In late 1985, BART and the City of Daly City agreed to jointly sponsor a new Specific Plan for the area including the BART Station, Turnback Track crossing of John Daly and Junipero Serra Boulevards, and the Junipero Serra Project (redevelopment) Area.

This Peninsula Gateway Plaza Specific Plan has been prepared in the light of the foregoing, respecting existing policies and recently identified opportunities and constraints. It is designed to serve both as a guide to development of properties within the existing Junipero Serra Project redevelopment area, and for appropriate joint development projects that might be approved by BART and by Daly City for BART properties, as time passes.

## **3. Structure Of This EIR**

The structure of this EIR on the Peninsula Gateway Plaza Specific Plan is as follows: (1) a summary of impacts and mitigation measures; (2) a project description section; (3) a review of the environmental setting, environmental impacts and proposed mitigation measures for the Peninsula Gateway Plaza Specific Plan "project"; (4) a review of the anticipated impacts of Plan adoption on public services; (5) a review of alternatives to the proposed project; and (6) a section containing an environmental impact overview of the proposed Specific Plan alternatives.



Appendices containing reference materials, including copies of any significant pertinent correspondence, are included. A master bibliography and a list of persons and organizations consulted completes the document.

The Table of Contents for this Environmental Impact Report contains page references for all illustrative materials (figures) contained within the body of the report.





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## II SUMMARY OF IMPACTS AND MITIGATION MEASURES

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This summary of impacts and potential mitigation measures is provided to assist the reader in comprehending a series of planning and environmental impact relationships involved in the proposed project.

The information on significant items is presented in a tabular format and immediately follows this introduction.

In each case, impacts are organized by general "impact category", to illustrate in a clear and concise fashion the significant potential impacts. These are associated with anticipated changes in land use, employment and housing, development intensity, traffic, parking and other transportation impacts, and other such factors. Within each "impact category", the specific potential impacts associated with the proposed project are reviewed. Concurrently, potential mitigation measures related to each of the impact items are discussed.

These are summary observations only, and not all inclusive. Each of the anticipated areas of impact and potential mitigation measures are discussed in detail in the body of this Environmental Impact Report. A review of the Table of Contents provided will indicate the section of the document where specific areas of impact are covered.



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SUMMARY OF IMPACTS AND MITIGATION MEASURES - Peninsula Gateway Plaza Specific Plan, Daly City

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Category	Impact	Mitigation Measure
LAND USE	Development under the Peninsula Gateway Plaza Specific Plan will radically change the character of the planning area.	Development can be managed with General Plan, Specific Plan, Redevelopment Plan and Planned Development provisions of the City Zoning Ordinance.
	Development under the Specific Plan will remove a number of local Daly City service businesses and change the area to a commercial office center.	The Specific Plan calls for mixed-use development, providing for a combination of office space, retailing and services establishments.
	The Specific Plan encourages increased lot coverage of existing parcels in the vicinity.	Development under the Specific Plan will be concentrated into a few larger buildings. This will provide for additional public space and pedestrian routes on the typical development block.
	Specific Plan proposals make use of City redevelopment powers necessary.	The bulk of the Specific Plan Area is already an adopted Redevelopment Plan activity area. Daly City is prepared and empowered to exercise appropriate authority to bring about these changes.



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SUMMARY OF IMPACTS AND MITIGATION MEASURES - Peninsula Gateway Plaza Specific Plan, Daly City

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Category	Impact	Mitigation Measure
LAND USE (Continued)	Not all of the businesses now located in the Specific Plan Area are appropriate to the new development concept (a more intense commercial center).	Under redevelopment, Daly City can assist appropriate businesses to occupy space in the new projects. Businesses relocating may receive financial assistance from the City through the redevelopment program.
URBAN DESIGN	<p>The Specific Plan provides for larger buildings of a commercial character adjacent to residential neighborhoods.</p> <p>Larger buildings in the area may block some views and otherwise change the outlook for local residents.</p>	<p>Design provisions of the Specific Plan call for protection and conservation of existing residential use in the area, and maximum impact avoidance through design review of all proposals.</p> <p>The Specific Plan calls for minimum view blockage by concentrating development in a few carefully sited larger buildings. The majority of view corridors are preserved.</p>





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SUMMARY OF IMPACTS AND MITIGATION MEASURES - Peninsula Gateway Plaza Specific Plan, Daly City

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Category	Impact	Mitigation Measure
URBAN DESIGN (Continued)	One large commercial center will take the place of the existing partially developed environment.	General Plan, Peninsula Gateway Plaza Specific Plan and Redevelopment Plan guidelines for new development all include consideration of the overall environment. Needed public improvements in the area can be tied to the new, more intense commercial activity.
	Glare and shadow patterns may be created by the development of larger buildings on Blocks 50, 51 and 52.	Each major new proposal under the Peninsula Gateway Plaza Specific Plan will be required to undergo additional study for mitigation of these impacts.
	The Specific Plan development proposals will link all of the involved properties and create demand for new pedestrian access to and from the BART Station Area.	The Specific Plan provides that a safe and continuous pedestrian access system be established throughout the entire active development area.
	The proposed development calls for increased lot coverage and reduces ground area for large open public areas.	Development proposals in the Specific Plan Area will include provision of rooftop public spaces within the overall project development.



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SUMMARY OF IMPACTS AND MITIGATION MEASURES - Peninsula Gateway Plaza Specific Plan, Daly City

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Category	Impact	Mitigation Measure
URBAN DESIGN (Continued)	Large new commercial structures may conflict with the Marchbank Park facilities.	The Specific Plan calls for protection of Marchbank Park's entrance and stand of trees.
TRAFFIC, TRANSPORTATION AND PARKING	Potential development under the proposed Peninsula Gateway Plaza Specific Plan will add considerable auto and pedestrian traffic to the study area.	Provisions in the Specific Plan and in the City Planned Development guidelines maintain a reasonable level of review over traffic impacts from any development proposal.
	More development in the Specific Plan Area will generate the need for additional parking.	Preliminary site planning studies of Specific Plan alternatives indicate that sufficient parking can be developed in conjunction with space development proposals.
	The John Daly and Junipero Serra Boulevards intersection is congested now, and will remain so in the future.	Improvements to the Daly City BART Station Area recommended in the <u>Daly City Intermodal Study</u> have been approved and are being funded now. Traffic improvements will alleviate some of the problems at this crucial intersection.



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SUMMARY OF IMPACTS AND MITIGATION MEASURES - Peninsula Gateway Plaza Specific Plan, Daly City

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Category	Impact	Mitigation Measure
TRAFFIC, TRANSPORTATION AND PARKING (Continued)	Development of any property on the BARTD DeLong Street lot will remove some parking.	Additional parking spaces will be added to a new BART Station at Serramonte/Colma prior to development of this property.
	New larger parking lots in development projects will generate confusing traffic movements on Junipero Serra Boulevard.	Access to and from parking facilities south of John Daly Boulevard will be restricted to controlled intersections at North Parkview, Westlake and Citrus Avenues.
ECONOMIC AND FISCAL	Development within the proposed Peninsula Gateway Plaza Specific Plan will make new demands upon Daly City public facilities.	New streets and traffic controls, wastewater treatment and drainage facilities to serve the Specific Plan Area will be provided by Daly City, and costs will be recovered from development charges, redevelopment and other earmarked funds.
	The new office space accommodated by the Specific Plan will make demands for additional city services.	Police and fire protection services will be covered via normal budget adjustments and development charges. General government services will not be materially affected. Local schools will not be materially affected.





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SUMMARY OF IMPACTS AND MITIGATION MEASURES - Peninsula Gateway Plaza Specific Plan, Daly City

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Category	Impact	Mitigation Measure
ECONOMIC AND FISCAL (Continued)	Parking requirements throughout a fully developed Specific Plan Area may require public participation in costs and operations.	Daly City participation in public parking in the Specific Plan Area could be funded through a combination of development charges, redevelopment funds, assessments to major commercial property owners, and fees for use of the facilities.
	Full development of all properties within the Specific Plan Area appears to call for additional public acquisition and redevelopment expenses.	Daly City will receive new property tax, tax increment, and sales tax funds from redevelopment of the Specific Plan Area as proposed. These funds and development charges will fund necessary expenses. These actions have been previously approved for the existing Redevelopment Plan.
	Full development may result in a gain of approximately 2,000 jobs in various categories.	None required.

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### III PROJECT DESCRIPTION

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The **Peninsula Gateway Plaza Specific Plan** area (to be referred to herein as the "Peninsula Gateway Plaza Specific Plan Area" and the "Specific Plan Area") takes in nearly 37 acres of land (including internal streets) located in the city of Daly City, of San Mateo County, California. This property includes land held in residential use, commercial use, quasi-industrial use, and for public facilities.

The entire Specific Plan Area lies within the incorporated limits of the City of Daly City. The Specific Plan Area is bounded generally by the San Francisco County/City of Daly City line on the north; by Citrus Avenue to the south; by the rear property line of residences fronting Niantic Avenue to the east; and by Junipero Serra Boulevard and thence Interstate Freeway 280 on the west. North of John Daly Boulevard, San Diego Street forms the eastern boundary.

Figure 1 provides a general reference or regional vicinity setting for the Peninsula Gateway Plaza Specific Plan Area, showing portions of the greater Daly City vicinity. The Daly City BART Station is identified, as is the existing Junipero Serra Redevelopment Project Area -- both within the Peninsula Gateway Plaza Specific Plan Area.

#### 1. Activities In Specific Plan Area

Included within the Specific Plan Area are: (1) the Bay Area Rapid Transit District (BART) Daly City Station, existing southern terminus of the West Bay line; (2) the under-construction BART Turnback Track system, on a north-south alignment within the Specific Plan Area; (3) commercial and heavy commercial/light industrial uses fronting Junipero Serra Boulevard; and residential uses fronting DeLong Street (adjacent to the BART Station). Residential uses also abut the easterly line of portions of the Specific Plan Area (these include the DeLong Street and Niantic Avenue neighborhoods).

The BART properties include the Daly City BART Station passenger facilities, trackage, existing parking structure, parking lots adjacent, and the segments of the Specific Plan Area acting as right-of-way for the Turnback Track structure and access points. Figure 2 provides a "points of interest" frame of reference for the Peninsula Gateway Plaza Specific Plan Area. Figure 3 illustrates the original redevelopment area boundary and the effective Specific Plan study area boundary.



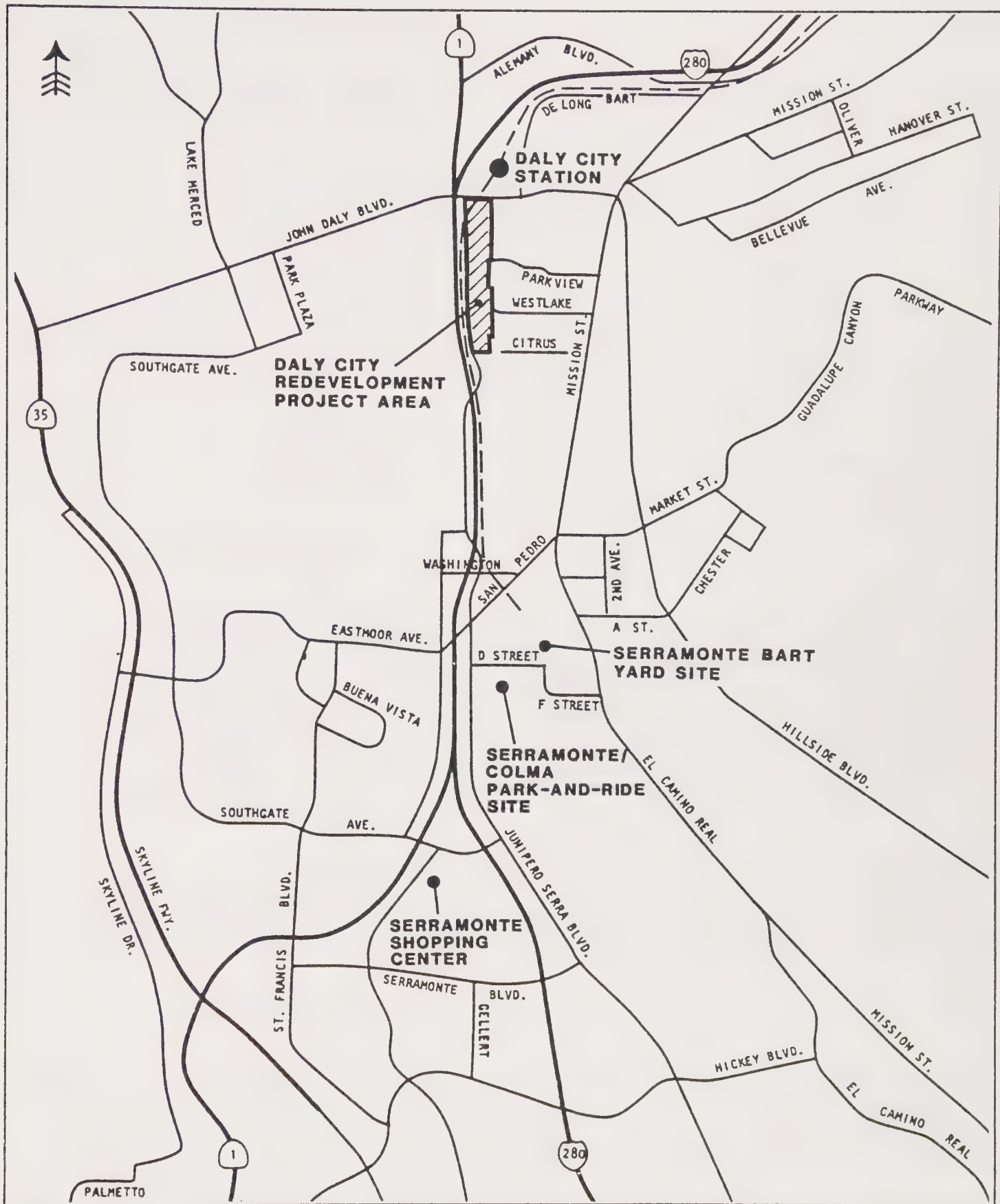


FIGURE 1  
**PENINSULA GATEWAY PLAZA  
SPECIFIC PLAN**  
Vicinity Setting





## 2. Land Area And Ownership

The Specific Plan Area contains approximately 37.0 acres of land divided into these ownerships:

Bay Area Rapid Transit District (BART) (Includes Station Area, Garage & Parking Plus Area For Turnback Extension)	17.0 Acres
City of Daly City	3.0
Southern Pacific Transportation Company	6.0
Individual Private Ownership	10.0
	-----
Total Land Area	37.0 Acres

### 2.1. Land Use Pattern

The Specific Plan Area exhibits a varied land use pattern. On the north, the Daly City BART Station complex is the most significant urban land use. South of John Daly Blvd. to Westlake Avenue, the Junipero Serra Blvd. frontage consists of smaller commercial uses, with a transition to other slightly larger uses. Marchbank Park, with its main entrance off North Parkview Avenue at Junipero Serra Boulevard, is a major landmark and feature in the vicinity. The Duggan Mortuary at Westlake Avenue near the easterly edge of the Specific Plan Area, adjacent to Marchbank Park, is a notable structural landmark.

Residential neighborhoods abut the BART Station area to the east. Residential neighborhoods also abut the body of the Specific Plan Area to the east (properties on Niantic and connecting avenues). The entire area is bounded on the north, west and south by elements of Interstate Freeway 280.

### 2.2. Detailed Block Composition

The following is a block-oriented summary of land use south of John Daly Blvd. to Citrus Avenue. Land Use is organized on a city block basis, running north to south from John Daly Blvd. Frontage occupied varies; some ownerships are concentrated on rear property lines with minimum Junipero Serra frontage. Dimensions are approximate in these examples:



San Francisco  
Golf Club

Daly City/SF  
Boundary

Daly City  
BART Station

John Daly  
Boulevard

Freeway I-280

Junipero Serra  
Boulevard

Turnback Track

Island Avenue

50

Vista Grande Avenue

Marchbank  
Park

N. Parkview

51

S. Parkview

Westlake Avenue

52

Island Avenue

Willits Street

Woodrow Street

San Diego Avenue

Miriam Street

Mission Street  
Commercial Area

Scale in Feet

0 540



Development  
Area

50

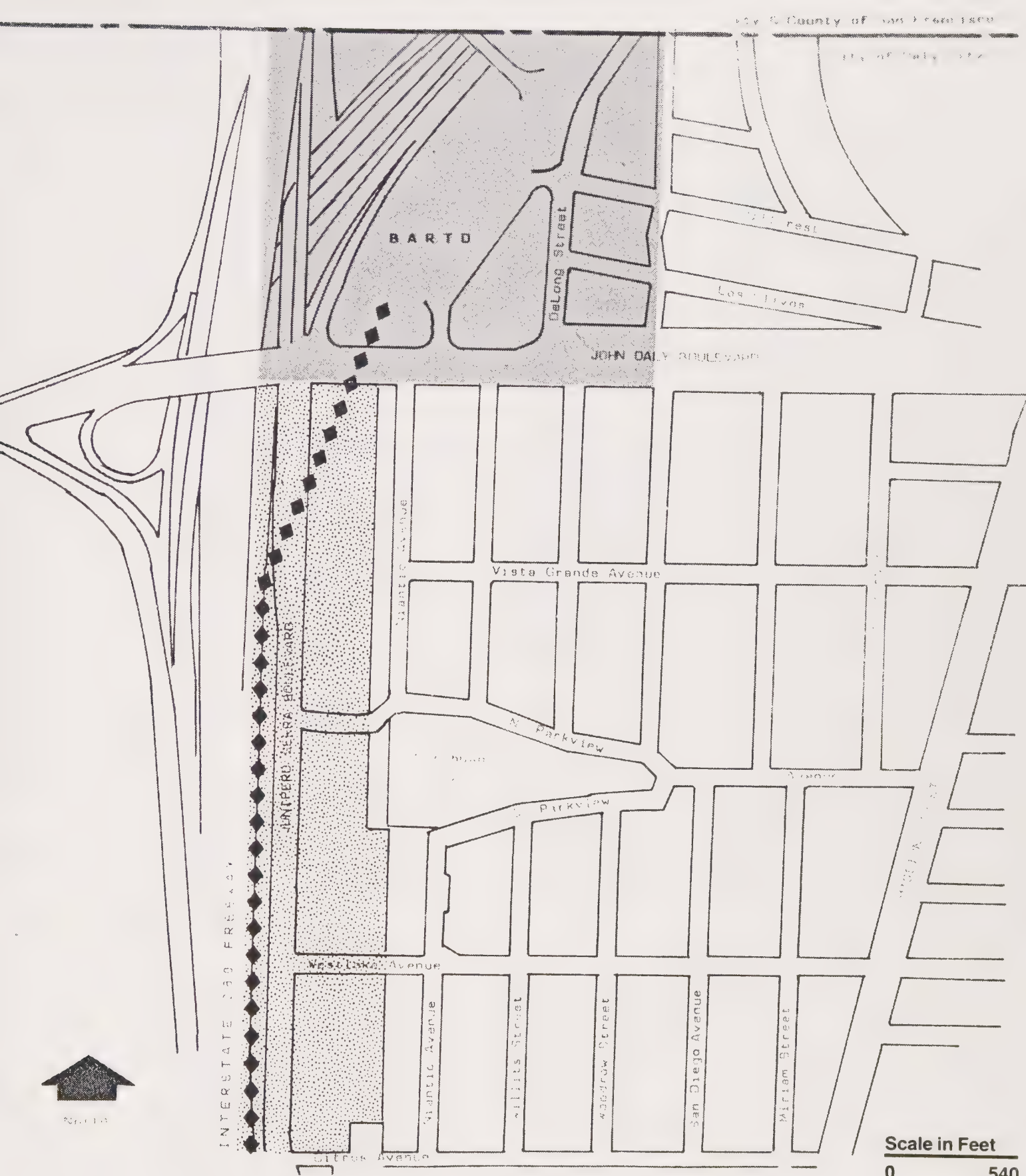
City Block Number




FIGURE 2

## PENINSULA GATEWAY PLAZA SPECIFIC PLAN

Vicinity Points of Interest





-  Original Redevelopment Plan Boundary
-  Additional Specific Plan Area
-  Turnback Track

**FIGURE 3**  
**PENINSULA GATEWAY PLAZA**  
**SPECIFIC PLAN**  
 Planning Area





---

<u>Block Reference</u>	<u>Land Use</u>	<u>Approximate Parcel Frontage</u>
JOHN DALY BLVD.		
BLOCK 50:		
BART - Track Extension	Right of Way	395 Feet
Building Materials	Bldg Yard	75 plus Rear
Sens Antiques	Sales	30
Vacant		50
Innovation Graphics	Printing	50
Modern Unfinished	Furniture Sales	65
Superior Glass	Glass Shop	25
Toto's	Restaurant	50
White Lumber Company	Bldg Yard	450
House	Residential	25
Westlake Equipment	Rentals	75
Walters Auto Services	Repair	25
Muffler Mart	Repair	25
McIntyres	Pet Clinic	50
Computers & Music	Retail Store	25
Vacant (DCRA)		50

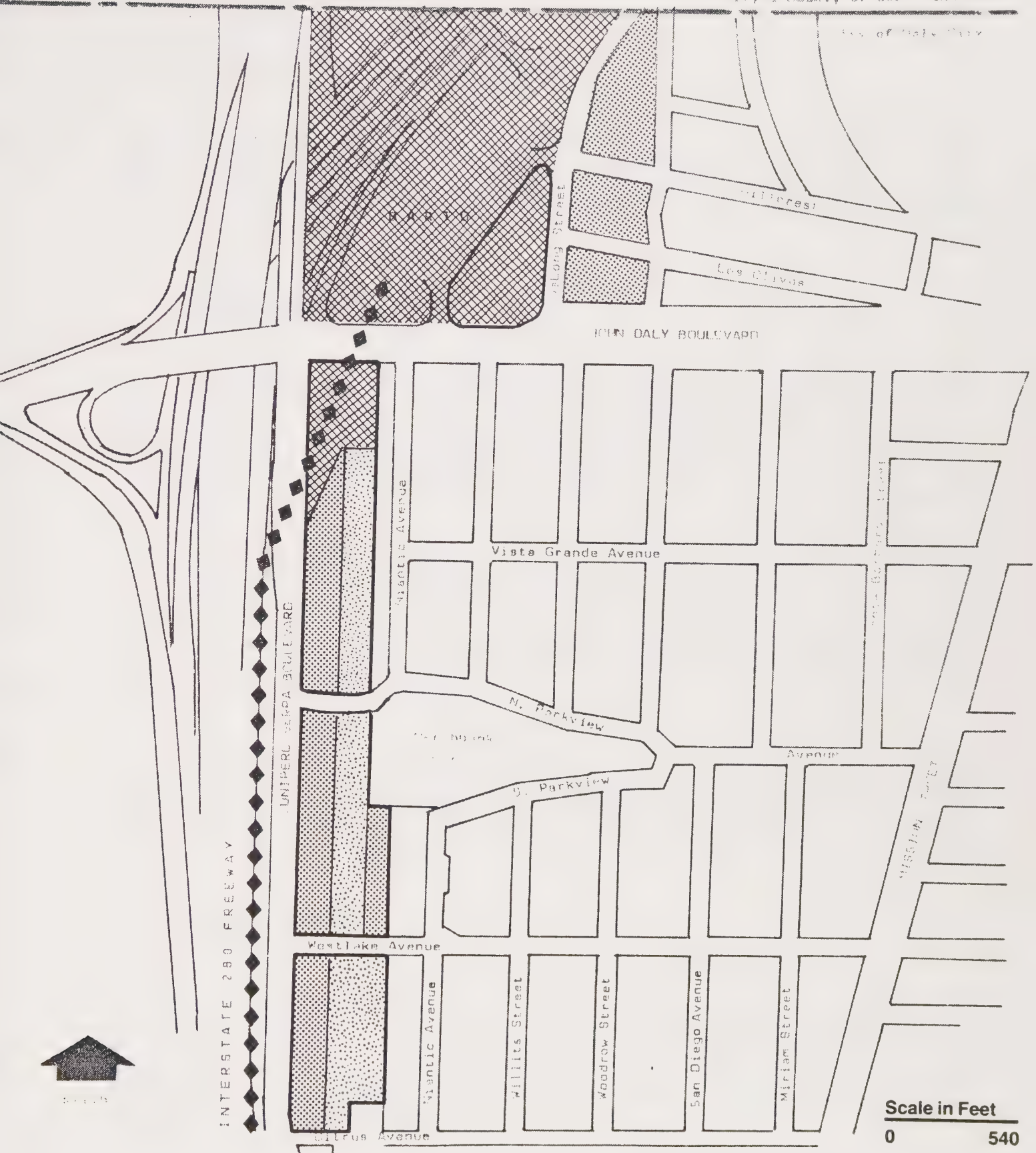
NORTH PARKVIEW AVENUE  
BLOCK 51:




Shell Service (DCRA)	Station	100 Feet
Ferrando Concrete (DCRA)	Const Yard	Varies
Vacant (DCRA)	Parking	100
Vacant (DCRA)	Parking (Part)	400
Pacific Gas & Electric	Gas Valve Site	25

WESTLAKE AVENUE  
BLOCK 52:

Vertex Ski	Sporting Goods	50 Feet
Vacant	Parking/Water Well	25
Fidelity Title	Offices	25
Shoe Fair	Retail Store	75
Realty Offices	Offices	15
City of Daly City	Vacant	40
Warehouse	Office/Storage	25
Vacant (J.S.Properties)	Vacant	100
Veterinary Hospital	Pet Clinic	35
Olympic Gas	Service Station	125





-  Private Property / DCURA
-  BARTD
-  Southern Pacific Property

**FIGURE 4**  
**PENINSULA GATEWAY PLAZA**  
**SPECIFIC PLAN**  
 Existing Ownership



### 3. Zoning And Development Regulations

The following information includes a review of the existing zoning and special use districts effective within and adjacent to the Specific Plan Area. Following that is an analysis of the permitted development pattern within the Specific Plan Area under the current mix of applicable development and use categories. /a/

#### 3.1. Existing Zoning: Specific Plan Area

The parcels fronting Junipero Serra Boulevard north of North Parkview are currently zoned C-1, Light Commercial. Also zoned C-1 are parcels to the south of Marchbank Park, between the Southern Pacific Railroad right-of-way and the Niantic Avenue residential strip, and a small parcel at the intersection of Junipero Serra Boulevard and Westlake Avenue. The remaining properties fronting on Junipero Serra Boulevard are zoned PD, Planned Development.

Parcels immediately to the north of North Parkview Boulevard comprise PD District 16. This application was approved to facilitate the no longer proposed Daly Center (OBI) office redevelopment project. Alteration of the specific terms of these PD districts would be similar to a rezoning. Several parcels bounded by Westlake Avenue, Citrus Avenue and Junipero Serra Boulevard have been rezoned recently as PD District 24 to facilitate a proposed commercial office development.

Finally, a narrow parcel in the center of Block 50 is zoned C-3 Commercial; two small parcels on the north side of Westlake Avenue are zoned M Industrial, and R-3, Multiple Family Residential, respectively; the former SPRR right-of-way is zoned I-D, Interim Use, within which no new or altered uses are permitted, except by use permit.

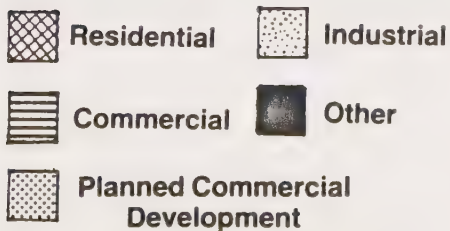
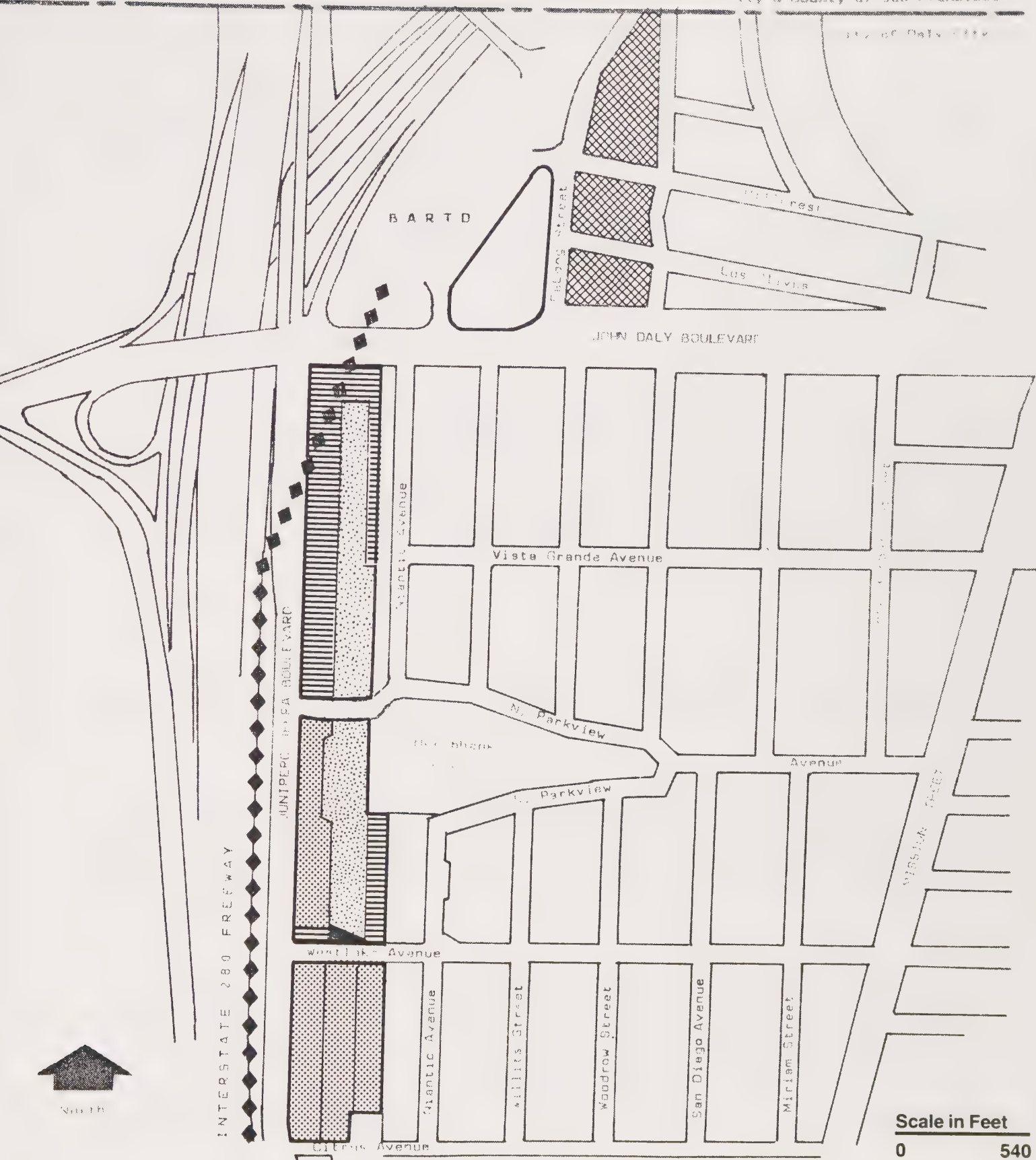
#### 3.2. Existing Zoning: Adjacent Neighborhoods

From Niantic Avenue to the Mission Street commercial frontage, the entire neighborhood to the east of the Redevelopment Area is zoned R-1A, Single-Family/Duplex. In the vicinity of the Daly City BART Station, property is almost exclusively zoned residential: single family to the east of DeLong Street, with some R-3 closer to Mission Street; and single family/duplex to the south of John Daly Boulevard.

With the exception of parcels in the Junipero Serra redevelopment area, the only nearby commercial zoning is at the Mission Street/San Jose Avenue "Y". Elsewhere in the general vicinity of the study area, zoning is predominantly R-1, Single-Family Residential.







**FIGURE 5**  
**PENINSULA GATEWAY PLAZA**  
**SPECIFIC PLAN**  
 Existing Zoning



The most significant areas of R-3 zoning lie west of Junipero Serra Boulevard and I-280 Freeway, at the John Daly Boulevard interchange, and in the vicinity of the Civic Center. /b/

Figures 4 and 5 following illustrate the existing patterns of property ownership (BART, private and other institutional) and zoning (commercial, industrial, residential uses).

#### 4. Relationship To General Plan

The City of Daly City General Plan gives the Junipero Serra Boulevard Project Area a "Special Area Designation" with a half-acre minimum parcel size for a change of use. This concept is applied to the Redevelopment Area "...because it covers a large area of pre-designated use where successful development will require careful site planning....The intent of this designation seems to ensure that a review process be followed to obtain consistency with community needs, as described in the overall Redevelopment Plan." /c/

##### 4.1. Specific Area Recommendations

The Daly City General Plan specifically calls for the conservation of housing in the area to the north and east of the Daly City BART Station. Maximum density permitted is 18 units per acre.

The residential area to the east of the Project Area lies within the Top-of-the-Hill "Original Daly City" neighborhood. The entire BART-affected neighborhood received first priority for residential rehabilitation in the Daly City General Plan and the area was rezoned from R-1 and R-3 to R-1A (single family/duplex), in order "..... to protect the overall single family investment.....".

Relief of the on-street parking by BART patrons (through garage construction and institution of a preferential parking scheme) together with residential rehabilitation were seen as necessary to reinforcing the area's predominant single-family character. One possible exception to the conservation policy in the General Plan is the block-long strip fronting on the BART Station parking area) between DeLong and San Diego Streets from John Daly Boulevard to the City line; this area was also given a Special Area designation, implying potential change.

The General Plan anticipated no redevelopment within the decade, given the number of small parcels requiring assembly and current and projected market conditions for reuse. /d/



#### 4.2. Plan Element Provisions

The General Plan's Housing Element (on which, together with clearly expressed local preference, the conservation policy is based), needs to be updated. Nevertheless, the general market conditions described -- the cost and shortage of housing locally and throughout the Bay Area, remain and have worsened considerably since 1978.

Much of Daly City, and the neighborhoods to the east of the BART station and the Project Area in particular, offer relatively sound and affordable single-family housing at moderately high densities. Short, intermediate and long-term Housing Element programs therefore focused specifically on protection and maintenance of existing good housing and on rehabilitation and physical improvement.

The Housing Element also identified a short-term requirement for approximately 4,500 below-market rate units to meet social and physical housing needs and anticipated that, despite construction of affordable housing projects, the chronic deficit of low-income housing would remain in the long term. /e/

The General Plan's Open Space Element names John Daly Boulevard as a major "open space link" (connections not specified) and identifies the "visual background" of the area to the east, above Mission Street.

The element points out that the older neighborhoods east of I-280 are particularly lacking in internal open space and recommends additional open space and plazas within the Project Area. In light of these findings, Marchbank Park has importance both as a recreation area and as important community open space. As a long-term objective (10-20 years) the open space element also calls for a tree removal ordinance to protect visually prominent tree stands. While no ordinance has been enacted, in the spirit of the General Plan the cypresses and other trees at the western end of the park warrant protection.

The Scenic Highways Element points out the State's designation of the Junipero Serra Freeway, I-280, as a scenic highway and discourages structures that would detract from or obstruct views from this route. This segment of I-280 also carries State Route 1, California's first and preeminent scenic highway.

I-280 Freeway is not designated a scenic highway by Daly City. In order to do so, a local plan is required to establish the boundaries of the corridor together with a local program to preclude structures which might obstruct or detract from the view from the road.





## 5. Relationship To Redevelopment Plan

In summary, the objectives of the Daly City Redevelopment Plan (the Mission Street - Junipero Serra Boulevard Commercial Business District Project Plan) are to revitalize the Mission Street-Junipero Serra Boulevard areas "...so that their potential to become an attractive business, financial, entertainment and cultural core of Daly City can be fully realized." (Redevelopment Plan Section 110.1.)

As a part of this redevelopment program, development and redevelopment activities in the Junipero Serra Boulevard portion of the Specific Plan Area are to be selected with the same general objectives. /f/

### 5.1. Proposed Actions And Land Use

Key actions suggested in the Redevelopment Plan include correcting blighting influences, upgrading appearance and structural safety, adding parking areas, preserving significant structures and sites, ensuring the availability of property to attract private investment, and establishing high standards of building, site design and environmental standards.

Significantly, the Daly City BART Station (including the DeLong Avenue parking lot and the residential properties fronting there) are not included within the Junipero Serra Project Area boundaries.

With respect to future land uses within the Junipero Serra Project Area, the Redevelopment Plan calls for encouraging development of "...higher density commercial and residential land use..... Where possible, higher density residential use may be developed in conjunction with new commercial structures to meet projected housing requirements for a complete range of income levels." (Section 110.1G.) The generalized land use map for the combined Redevelopment Project Areas (Redevelopment Plan, Exhibit B) shows the entire Junipero Serra Boulevard Project Area in commercial land use. For greater detail, reference must be made to the land use classifications outlined in the text of the Redevelopment Plan.

Referring both to the Mission Street corridor and to the Junipero Serra Boulevard corridor, Article V, Land Uses Permitted, Controls and Regulations, (Section 500.3), specifies that all of the Junipero Serra Project Area may be developed and used for a mixture of uses, "...including, but not limited to, office, retail, financial, hotel, apartment, residential, restaurant, personal services, automotive services/sales, professional services, auxiliary recreation services..." and a variety of public uses.





## 5.2. Development Standards

The specific standards to be applied to development in the combined Redevelopment Project Areas are set forth in a separate document, the Daly City Redevelopment Project Design Guidelines Manual, April 1977.

However, Section 500.2 of the Redevelopment Plan states that these land uses and provisions are not intended to repeal or replace any existing ordinances or codes, except where the Redevelopment Plan and Design Manual may "...impose a greater or more stringent limitation on the use of land and structures".

## 6. **Relationship To Other Plans Or Programs**

There are several on-going plans and projects that affect the Peninsula Gateway Plaza Specific Plan Area. These include the construction of the BART Turnback track, the possible extension of BART to an additional station at Serramonte/Colma, the Daly City Intermodal Study and Improvement Project, and plans to improve North Parkview Avenue.

### 6.1. BART Turnback Track

The Daly City BART Station, the terminus of West Bay operations for BART, has two major constraints that have adversely affected system operations. These are: (1) the physical layout restricts frequency of service, and (2) the extremely limited train storage capacity. The combination of these factors contribute to a severe limitation on BART's frequency of service and schedule reliability.

If a BART train arrives late, the train cannot be turned around fast enough to make up the delay and return to schedule. It is also not possible to store extra trains to send out a replacement for a train that is delayed or otherwise not operational. Because of the lack of storage space, any delay at the station results in a queuing of southbound trains arriving at the station. /g/

The Turnback track consists of an extension of all three existing BART tracks from the Daly City station south, for approximately three-fourths of a mile, ending at a new storage yard located south of San Pedro Road and east of Hill Street. The elevated tracks will diagonally cross John Daly Boulevard, the northern 300 feet of Block 50, and Junipero Serra Boulevard, and then drop from the elevated structures to an uncovered subway located between Junipero Serra Boulevard and I-280.



From approximately 20 feet above grade when crossing the roadways, the tracks will drop to the grade level of Junipero Serra approximately at Westlake Avenue and then continue dropping to the grade level of I-280. The BART tracks will remain to the east of I-280 until West Market Street where they will angle in covered subway under the intersection of San Pedro and Hill before entering the below grade storage yard. This improvement, which started construction in early 1985, is anticipated to be completed in 1987, thus allowing all southbound trains to pull through the station after discharging passengers, and switch tracks and prepare for the northbound return while not affecting station operations. The Turnback track will allow trains to operate at 2.5 minute frequencies, a considerable improvement over the current minimum of 3.75 minutes.

## 6.2. Daly City Intermodal Study And Improvement Project

In January 1984, City of Daly City, in conjunction with BART, SamTrans, San Francisco Muni, and Caltrans, as well as other agencies, initiated an eighteen-month study of ways to improve the access, circulation, and parking problems which constrained the use of the BART Station and affected the development potential of the adjacent redevelopment area. The goal of the study was to develop both short-range and long-range improvement plans that could both increase transit ridership and make the surrounding area easier to traverse on foot, in buses, or in automobiles. Solutions examined included potential improvements to the existing station, the surrounding roadways, and the use of either a satellite park and ride lot or second station. The consultant team and Technical Advisory Committee developed a short-range improvement plan designed for rapid implementation and worked with the City to acquire grant funding to match local funds contributed by the City, BART, and SamTrans. A state grant for \$ 3.6 million was awarded in March 1985 towards the engineering and construction of short-range improvements to the BART Station and surrounding roadways.

These improvements are described at length in the Daly City Intermodal Study Final Report, dated June 28, 1985. They include conversion of a portion of the DeLong Avenue parking lot to a more adequate bus terminal, the conversion of station roadways to a one-way counter-clockwise loop, with a large pick-up/drop off area where bus operations are presently, and the provision of direct pedestrian bridges from the DeLong Avenue bus terminal, the top level of the garage, and the south side of John Daly Boulevard to a new upper level station concourse. Together, the improvements virtually eliminate the pedestrian/vehicular conflicts that affect the station at present. /h/

In addition, westbound John Daly Boulevard will have a lane added in its approach to Junipero Serra and across the I-280 bridge, and the northbound to eastbound turning movement at the Junipero Serra/John Daly intersection will be made easier. Bus shuttle service will be provided from a planned SamTrans 850 car park and ride lot planned for the Serramonte area.



The long-range improvement plan concluded that the existing Daly City BART Station was incapable of meeting long-term demand for patronage, primarily based on insufficient parking capacity and intersection capacity at the critical John Daly/Junipero Serra intersection. Further improvements to the bus terminal area could be planned, but little more could be done to enhance BART ridership at the Daly City Station beyond that anticipated in the short-range improvement plan. A second station, under discussion at the time and described more completely below, has been viewed as the only feasible solution to achieve the potential total BART ridership demand of up to 33,000 trips daily that would be possible in an unconstrained environment.

### 6.3. Serramonte/Colma Station

The San Mateo County Transit District (SamTrans) received voter approval in November 1985 to negotiate with BART for a possible one station extension to the Serramonte/Colma area. The station could be located along the Southern Pacific Railroad right of way to the east of the storage yard (between B and D Streets).

The benefit of the new station would be to reduce the ultimate passenger demand for the existing station, thus reducing the vehicular travel which would occur in the Peninsula Gateway Plaza area in the absence of a second station.

Although the existing BART Station is expected to remain the focus of BART/bus and bus/bus interface, it is anticipated that a second station with some 2,200 additional parking spaces as well as another point for kiss-ride activity will reduce pressure for expansion of those activities at the Daly City Station.

If negotiations are successful and funding is available from state and federal sources to supplement local capital contributions, the earliest the second station could be completed is 1991 to 1992.

### 6.4. North Parkview Avenue Improvements

The Daly City Public Works Department has prepared plans for the widening and straightening of North Parkview Avenue between Niantic Avenue and Junipero Serra Boulevard. The northern edge would be shifted to the north, and curbs and runoff drains would be installed. The current width would be increased at the Junipero Serra intersection, with the road narrowing for a portion of the roadway east to Niantic Avenue. The grade on the street must be maintained because of the 30-foot vertical climb between Junipero Serra and Niantic. With adjustments, the slope will still approach 15 percent in short sections. At the present time, funding is not assured for this project, and its implementation awaits coordination with development activity in the area.





## EndNotes

- /a/ Publications covering these zoning and development regulations include the Daly City General Plan, adopted by Council July 1978, and the Daly City Zoning Ordinance. Portions of the Specific Plan Area are within the Mission Street - Junipero Serra Boulevard Commercial Business District Project (December 1976). Also of interest is the Design Guideline Manual for the redevelopment program, adopted by Redevelopment Agency in April 1977.
- /b/ The visual impacts of commercial use in Daly City along the I-280 Freeway route are quite limited until one reaches the Serramonte Center vicinity; at that point the scene changes very significantly to a major regional commercial emphasis.
- /c/ For reference, see the completed report, Daly Center Project Environmental Impact Report, prepared by Ironside & Associates, Oakland, California, March 1981.
- /d/ No consideration was given, apparently, to redevelopment of the area in conjunction with joint development of BART property immediately adjacent. This would have been prior to BART's current interest in joint development of various properties at selected stations.
- /e/ A review of Daly City household income patterns suggests that, in the main, lower to moderate income housing would make up the bulk of demand for new residential use in the community. Middle income housing has been reasonably well served in the Westborough-Serramonte areas and near San Bruno Mountain.
- /f/ Although the Junipero Serra and Mission Street Project Areas are combined into one Redevelopment Plan, the proposed activities differ. Mission Street is a proposed "commercial district rehabilitation area", and the Junipero Serra area is more suited for and designated as a clearance and reuse project area.
- /g/ See the Urban Mass Transit Administration, U. S. Government, Final Environmental Impact Statement, Daly City Station Turnback Improvement Alternatives, December 1982, pp. S-1 ff.
- /h/ Refer to the DKS Associates Inc. Daly City Intermodal Study, Oakland, California, June 1985, for detailed information.



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## IV ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION

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The information in this section presents an overview or profile of the Peninsula Gateway Plaza Specific Plan Area vicinity. Assumed environmental impacts from implementation of the proposed Specific Plan are discussed, as are possible measures to achieve mitigation of these impacts.

### 1. Land Use And Development Pattern

#### 1.1. Setting: Existing Land Use

Transportation, commercial and quasi-industrial uses dominate the Peninsula Gateway Plaza Specific Plan area. In addition to the existing BART Station which includes the elevated station, access roads, parking lots, and parking structure, the junction of Freeway I-280 and State Route 1 is adjacent to the area on the northwest. The BART Turnback track crossing of John Daly and Junipero Serra Boulevards, now under construction, and the busy intersection of these two routes, among Daly City's busiest arterial routes, are other transportation uses that stand out to an observer.

Non-transportation uses in and adjacent to the Specific Plan Area are primarily medium density single family and duplex units on narrow lots (row houses) east of the BART Station, and the mixture of commercial and industrial uses along the east side of Junipero Serra Boulevard south of John Daly Boulevard.

A former Southern Pacific Railroad right-of-way separates the industrial and commercial uses along Junipero Serra from the residential uses of Niantic Avenue to the east. This property is undeveloped, but portions are used for storage and parking.

More specifically, the area along Junipero Serra Boulevard that is available for intensification includes nine buildings containing approximately 40,000 square feet of retail use, including auto repair facilities, six buildings with 15,000 square feet of professional service or office space, and five buildings with 10-12,000 square feet of industrial or building materials uses. This latter square footage does not include the area represented by outdoor storage of building materials, a use that represents considerably more area within the corridor. The above described uses are primarily one-story buildings, with a handful of two-story structures interspersed.



## 1.2. Existing Zoning - Development Standards

A majority of the Peninsula Gateway Plaza Specific Plan area is zoned C-1, Light Industrial (affecting all parcels along Junipero Serra Boulevard north of Marchbank Park and two others south of the park) or P-D Planned Development (west and south of the park). Exceptions include small parcels of C-2, Heavy Commercial, M, Industrial, and R-3, Multiple-family Residential. Options to reuse the Southern Pacific Company's former right-of-way are protected by Interim (I-D) zoning under which new or altered uses require use permits. The C-1 district permits most retail and many light service uses as well as business offices and R-3 residential uses. Heavier retail and service commercial uses permitted by use permit include several, such as service stations, motor vehicle repair, mortuaries, and veterinary hospitals, now found along the Junipero Serra strip. The C-1 district is not designed to accommodate major office developments. Moreover, the district imposes a 36-foot height limit.

Although less restrictive in terms of height due to a 7.0 to 1.0 floor area ratio (FAR), the C-2 district is intended to accommodate uses incompatible with an office or mixed-use center such as the proposed Peninsula Gateway Plaza study area. In addition to the C-1 permitted uses, the district allows, by permit, such uses as wholesale bakeries, cleaning plants and print shops. The C-0 district, not currently represented in the Specific Plan Area, is intended to accommodate office developments as well as financial institutions, public uses and, under use permit, restaurants, social, religious and medical uses and R-3 multi-family residential development. However, the utility of the district for purposes of the proposed Specific Plan is limited by an effective FAR of 3.5 to 1.0.

The remaining option, the P-D, Planned Development District, offers the appropriate vehicle for approving and managing development under the proposed specific plan. The district is designed to accommodate shopping centers, office buildings, single-family and multiple-family residential development, commercial service centers, industrial parks and other appropriate uses, singly or in combination. Such uses are permitted and regulated according to a precise plan for development approved by the City of Daly City. Minimum size for a planned development is five contiguous acres and the written consent of every property owner within the proposed district is required prior to adoption of any ordinance establishing a P-D district.

Planned development districts are established following approval of progressively more detailed plans. These may include a sketch plan and must include a preliminary plan and precise plan. Height, bulk, building setback, yard, parking and loading standards must conform to those of city ordinances and, where applicable, to the Redevelopment Plan, unless it can be shown in the precise plan that exceptions are necessary. If the need for exceptions cannot be demonstrated, a proposed planned development is thus potentially subject to the standards of one or more of the regular zoning districts discussed above.





Such a project is also potentially subject to the parking and loading requirements of the City Code (Daly City Municipal Code, Chapter 17.34), as follows: (1) Service commercial, non-bulk merchandise retail, banks, offices: one space per 375 square feet of gross floor area (GFA); thereafter, one space per 200 square feet of GFA; (2) Restaurants (not fast food): one space per 125 square feet of GFA; (3) Residential uses: one to two spaces per unit; (4) Clubs, lodges, churches, theaters: one space per six effective permanent seats. Mixed-use developments under one management may be granted a maximum 20 percent reduction in the cumulative off-street parking requirement.

The off-street loading requirements include one space for every retail or wholesale store and every other use requiring merchandise loading or distribution, where GFA (gross floor area) exceeds 10,000 square feet. Two planned development districts have been created in the Specific Plan Area. PD-16, including most of Block 51, was set up to facilitate the OBI Daly Center development proposal which has not proceeded. Because of the substantial difference between that proposal and the proposed Peninsula Gateway Plaza, the specific provisions of PD-16 will require amendment. PD-24 was created for purposes of a currently-proposed professional and commercial office project to occupy approximately three-fourths of Block 52.

It is not yet clear whether the PD-24 proposal can be incorporated within the proposed Peninsula Gateway Plaza. Specific provisions call for height and bulk to be regulated by the Design Guidelines Manual of the 1977 Redevelopment Plan, a basic floor area ratio of 4.0 to 1.0, and various floor area bonuses. These bonuses could increase the FAR (floor area ratio) to 6.0 to 1.0 in return for incorporation of exterior and/or interior plazas, an outer arcade, and below-grade parking. (Daly City Ordinance No. 963, amending Ordinance No. 635 (C-1, M and R-3 to PD-24), April 2, 1982.

Parking requirements in PD-24 call for one space per 300 square feet of GFA. A reduction of up to 20 percent may be allowed in return for provision of detailed plans documenting vanpool and other measures designed to reduce off-street parking demand. The PD-24 ordinance also provides for a reduction in return for payment of an in-lieu fee (\$7,000 per required space) to support provision of public parking facilities in the Junipero Serra Redevelopment Project Area, should they be developed.

Current zoning of the residential portions of the Specific Plan Area is R-1/A (single family residential), with duplexes permitted as a conditional use. The parcels along Junipero Serra Boulevard north of North Parkview are designated C-1, Light Commercial. Also zoned C-1 are parcels to the south of Marchbank Park between the former Southern Pacific RR right-of-way and the Niantic Avenue residential area, and a small parcel at the intersection of Junipero Serra and Westlake Avenue. The remaining properties on Block 51 are zoned PD, Planned Development, with a more specific designation of PD-16 to facilitate the earlier OBI development proposal, not implemented.





Three-quarters of Block 52, bounded on the north by Westlake Avenue and on the south by Citrus Avenue, is designated PD-24 in order to facilitate a currently proposed commercial office project.

Finally, a narrow parcel in the center of Block 50 is zoned for heavy Commercial, C-2; two small parcels on the north side of Westlake Avenue are zoned M, Industrial, and R-3, Multiple Family Housing, respectively; while the former Southern Pacific RR right-of-way is zoned I-D, Interim Use, within which no new or altered uses are permitted without a use permit.

### 1.3. Anticipated Impacts

The Peninsula Gateway Plaza Specific Plan Area "active development areas" (suitable for potential intensification) are shown in Figure 6. The designated development pattern under this Specific Plan is also illustrated in this exhibit. The active development areas are described as:

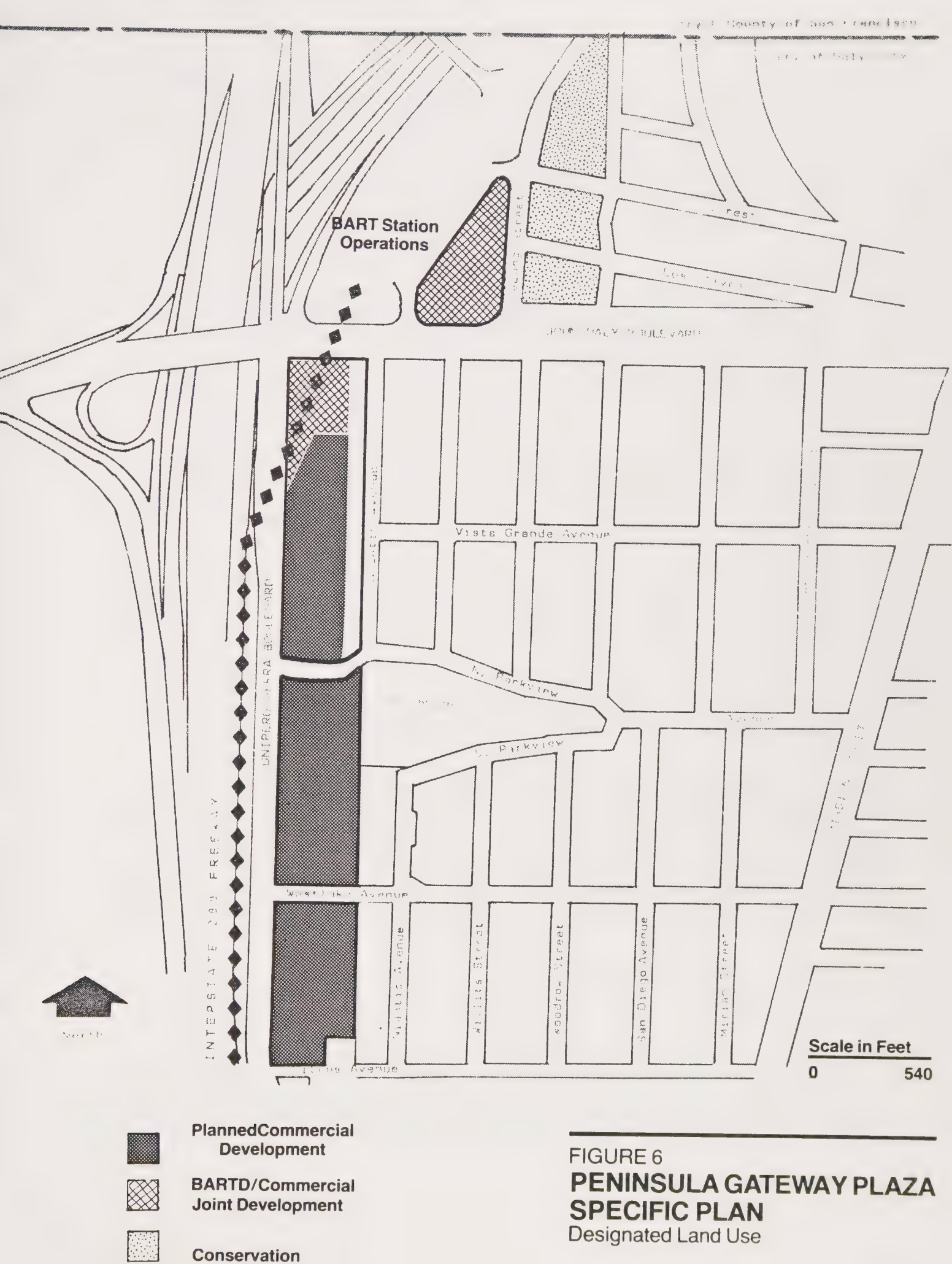
**The DeLong Street Property:** The BART-owned "DeLong" block, north of John Daly Boulevard, currently occupied by a BART surface parking lot, should provide for station-related office space development, planned bus transfer facilities, and limited integrated parking to serve the onsite uses.

**Block 50 (BART Portion):** The BART-owned portion of Block 50, at the intersection of John Daly Boulevard and Junipero Serra Boulevard would contain vehicular and pedestrian access to the pedestrian overcrossing connecting the site to the main BART station complex. Limited retail or restaurant uses could also be sited on a portion of this parcel.

**Block 50 (Main Block):** The balance of Block 50 properties should accommodate office development, retail and restaurant uses and required parking, integrated into parking and/or office and retail structures. A maximum floor area ratio of 1.31 would be permitted on this block, allowing 210,000 square feet of development with a maximum height limit of eight stories.

**Block 51:** These properties should be developed in a manner similar to Block 50, with hotel or motor hotel a potential substitute for a portion of the office space. The approximate floor area ratio (FAR) for this block would be a maximum of 1.17, permitting buildings up to eight stories, and up to 188,000 square feet. An extension of or linkage to Marchbank Park is also a possibility for this block.







**Block 52:** These properties are distinguished from the more northerly blocks by greater distance from the station, incorporation of a greater number of existing viable and compatible uses, and thus the probability of longer-term build-out. Development in a pattern similar to Blocks 50 and 51 is encouraged. Consideration of already announced projects on smaller parcels should proceed if the long-term potential of the block is not adversely affected by said proposal.

A satisfactory scheme to merge parking for any early project into a long-term parking program should be part of the City review and approval process. Recognizing the greater distance from the BART station, and retention of some existing uses, the maximum total FAR for this block would be .58, thus allowing 105,000 square feet of total commercial development.

In all cases mentioned above, building height as well as floor area ratio (FAR) will be controlled to form a transition of commercial uses and mitigate impacts of scale and massing of buildings adjacent to the residential neighborhoods.

A change of land use is not recommended for the existing residential area east of the BART Station (DeLong Street area) included in the Specific Plan Area, nor is greater development anticipated on the BART property beyond that discussed above.

No change of use is recommended for residential properties bordering the main body of the Specific Plan Area (Niantic Avenue neighborhood).

The Specific Plan is the equivalent of the preliminary plan, which the zoning code requires prior to preparing a Planned Development application precise plan. The Specific Plan is flexible with respect to site planning but specific with respect to magnitude of development, planning, holding capacity and circulation performance standards as well as other development guidelines and design standards. Each property developer shall be required to prepare a precise plan prior to obtaining rezoning to Planned Development (PD), and proceeding with development.

#### 1.4. Potential Mitigation

Every precise plan submitted in support of Planned Development approval shall be prepared in accordance with the general and particular requirements of the Peninsula Gateway Plaza Specific Plan, and shall incorporate all measures to mitigate significant environmental impacts identified and adopted during hearings on this environmental impact report.







## 2. Urban And Environmental Design

### 2.1. Setting

The northern portion of the Peninsula Gateway Plaza Specific Plan Area is dominated by the Daly City BART station and the John Daly Boulevard/I-280 interchange. South of the freeway interchange, the area is characterized by an assortment of single-story and two-story commercial and light industrial structures containing no sense of relationship. The character of the area has recently been affected by construction of another dominating structure, the BART turnback track.

A considerable portion of the area is unused, including several poorly-maintained vacant parcels used for parking and storage. Apart from landscaping on the fringes of the DeLong Street lot and the trees at the west side of Marchbank Park, the area is devoid of any significant vegetation to soften its hard surfaces.

It has been recognized (at least since the time when the Daly City Redevelopment Plan was prepared) that the Junipero Serra Boulevard frontage area exhibits a poor quality of urban design. Reasons previously cited have included the following:

The incompatibility between the massive scale of the newer BART facilities (station, track and parking garage) and the smaller scale of development elsewhere in the area;

The lack of a recognizable image and general lack of structures of architectural merit in the area south of the BART station; and

The lack of human scale and provision for safe and pleasurable pedestrian movement, and an impression of hard surfaces, noise, and fast-moving street and freeway traffic which tends to overwhelm the individual on foot.

Many of the site's existing visual characteristics will likely be intensified once the BART Turnback Track project is completed. Replacement of freeway landscaping will eventually mitigate the immediate impact of the structure itself on the visual quality of the freeway. However, the image of the site will be further diminished in the view from the freeway. The trees of Marchbank Park and the Duggan's Serra Mortuary building, among the few visually pleasing landmarks that give identity to the area, will be subordinated to, and partially obscured by, the turnback structure when completed.



## 2.2. Anticipated Impacts

The several types of potential visual impact examined in this section include changes in scale and type of development as they may affect Daly City residents and visitors.

Also affected as well are pedestrians and motorists moving through the site, changes in the view of the site from the freeway, changes in the view of the site and in the view through or across the site from houses to the east, and the quality of visual experiences available to occupants of the proposed structures.

Build-out of the Peninsula Gateway Plaza Specific Plan Area would significantly alter visual conditions on the site. A few large buildings, separated by parking structures, would replace the present mix of not well related commercial and industrial structures.

In general, the development, with mixed-use structures, consistent landscaping and shared, structured parking, would generate a greater sense of cohesion, albeit in a more intense pattern of use. From the freeway, the sense of place would be further enhanced by the taller structures, up to eight stories high, which would be visible behind the turnback track and better related to its scale than existing development. The increased identity would benefit both the Plaza Specific Plan Area and Daly City as a whole. The Specific Plan also provides for a structure of up to 100 feet on the DeLong Street block, in keeping with the policy recommendation of the Redevelopment Plan Design Guidelines Manual for a "visual beacon" in that part of the site.

For pedestrians, whether workers on site or visitors to it, access to each building from buses or BART would be somewhat safer and more convenient than at present because of the shelter provided by the principal route through the parking structures. Due to the greater distance traveled, noise and fumes might represent a somewhat more significant adverse effect on some pedestrians than that typically experienced by drivers parking cars in the garages. However, such impacts have been mitigated in the proposed plan by the recommended provision of an alternate rooftop route.

Convenience would be further enhanced were a direct connection to be constructed between the upper-level BART passenger concourse and the garage roof. Recommended tower design calls for office floors to be constructed above two to three floors of parking. West-facing offices would thus be elevated sufficiently to offer views unobstructed by the turnback track. However, the northern and/or southern outlook from the towers would be across or down onto parking structure rooftops. Depending upon the quality of finish and/or landscaping applied to the rooftops, this aspect of the fabric of the Plaza development could adversely affect views from offices and other uses, such as restaurants.



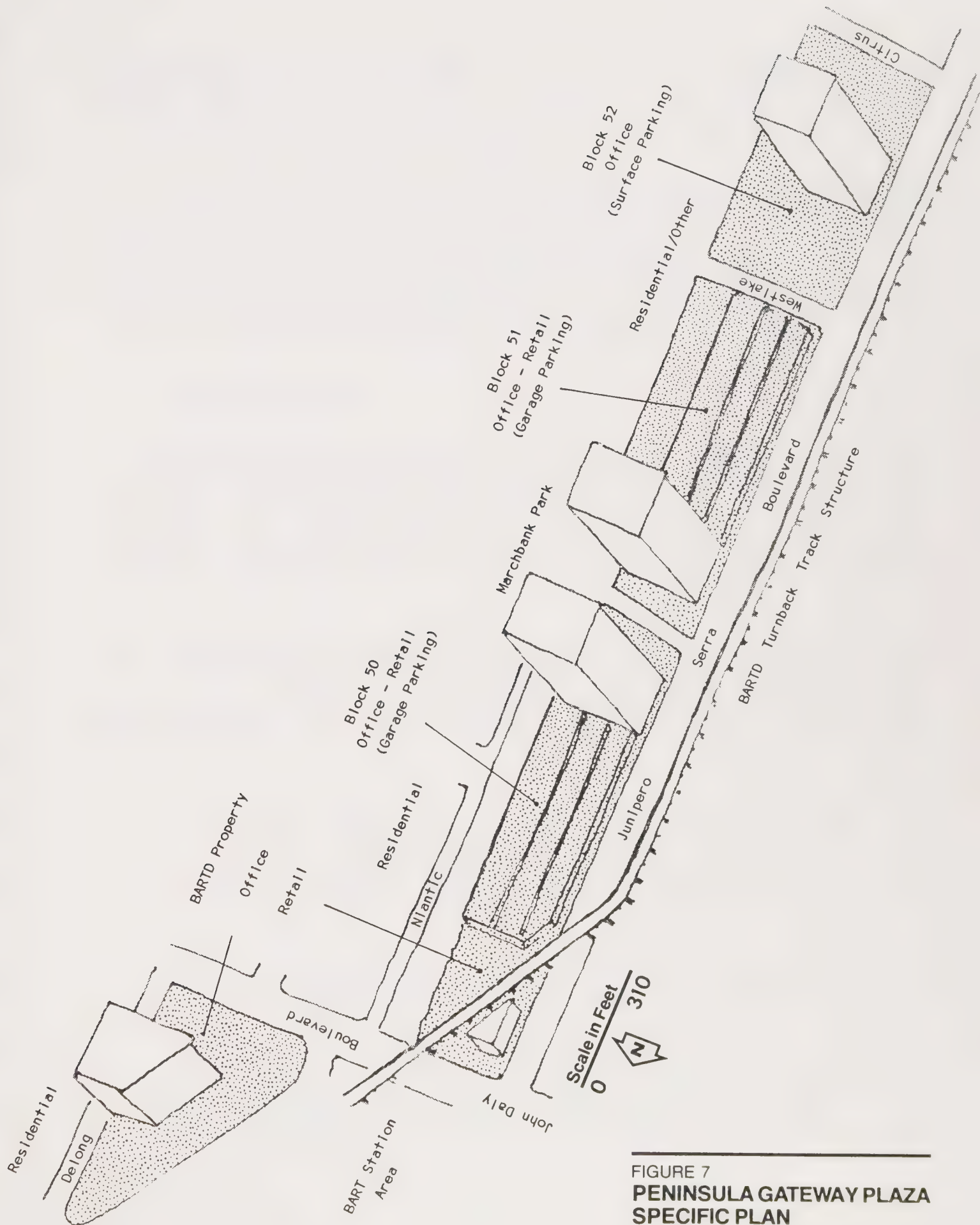


FIGURE 7  
**PENINSULA GATEWAY PLAZA  
 SPECIFIC PLAN**  
 Development Pattern





Depending upon their height and placement in a precise plan, the proposed tower structures could obstruct or alter view corridors identified in prior Daly City planning documents. In particular the ambience of lower Marchbank Park could be adversely affected if existing views were obstructed.

Recommended building placement in the Specific Plan (Figure 7) avoids such impacts to the greatest extent possible. However, for a small number of residents on Niantic and nearby streets, views to the west toward the Westlake area would be blocked if building heights reach eight stories. For residents of the west side of Niantic Avenue, a more uniform view across the parking structure rooftops would be substituted for views of the site's existing assortment of structures and vacant spaces.

### 2.3. Potential Mitigation

While changes in the view from Niantic Avenue residences cannot be avoided or mitigated, the quality of the view from the residences, as well as from Plaza tower offices, may be improved by requiring landscaping of the parking lots and/or garage rooftops. Any precise plan or plans implementing the Specific Plan should specify building sites, heights and conformation that achieve allowable square footage with minimum disturbance of local residents' views.

The Specific Plan Area is dominated by the BART Station and is otherwise characterized by single-story and two-story homes and businesses. The area exhibits a number of conditions which in combination result in a poor quality of urban design. These conditions, identified in the adopted 1977 Design Guidelines to the Junipero Serra Project Redevelopment Plan, include the following considerations:

The area lacks human scale and space -- Junipero Serra Boulevard is dominated by fast moving traffic on the street itself and below on the freeway. The feeling that the individual is overwhelmed by traffic, noise, and harsh structures is likely to be exacerbated once the BART Turnback track is completed.

The much larger urban scale of the BART station, track, and parking garage is incompatible with the small-scale development more typical of the remainder of the redevelopment area.

South of the BART Station, existing structures create no recognizable image for the area and few show any architectural merit. However, Marchbank Park and Duggan's Serra Mortuary are visually pleasing landmarks that give identity to the area.





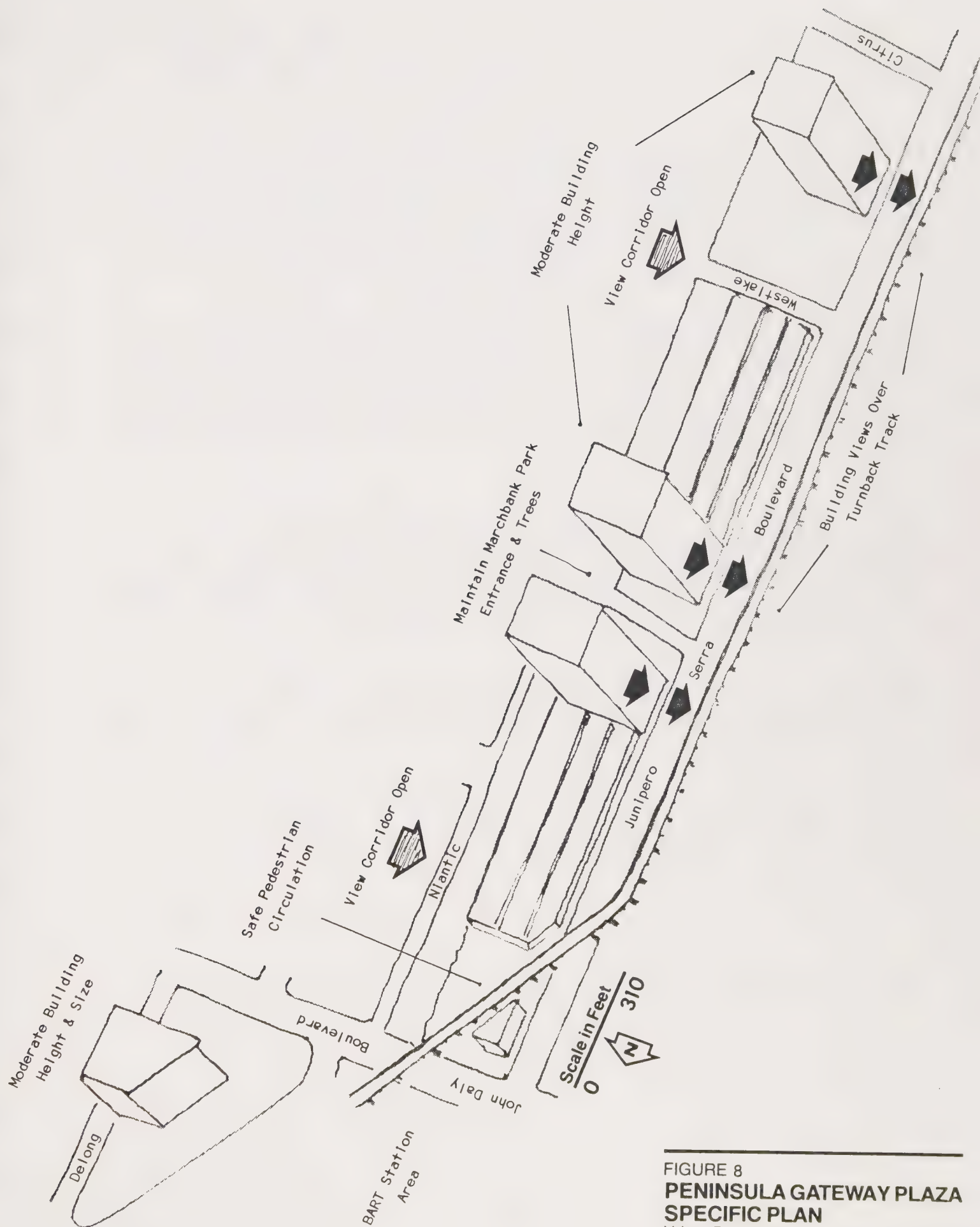


FIGURE 8  
**PENINSULA GATEWAY PLAZA  
SPECIFIC PLAN**  
Urban Design Element



Apart from landscaping on the fringes of the DeLong Street lot and the trees at the west side of Marchbank Park, the area is devoid of any significant vegetation.

Although not implemented since there has been no redevelopment activity along the Junipero Serra strip, the adopted Redevelopment Plan Design Guidelines Manual sets height, bulk, and setback requirements for new development in the Junipero Serra Project vicinity. Unfortunately, these older guidelines are not entirely appropriate to site conditions today, especially with the impact of Turnback track construction along Junipero Serra Boulevard.

The Planned Development application and review process in Daly City provides ample opportunity to review, in detail, site improvement and structural proposals from any developer. Previous development proposals (including the OBI Daly Center project) were carefully reviewed, and a series of design-related conditions placed on approval (landscaping; handling of building size, scale, location; parking; provision of public areas, and other related considerations).

Therefore, mitigation of any negative urban design impacts can be handled by (1) amending the Redevelopment Plan's Design Guidelines generally, to reflect current conditions and facilitate current development expectations, and (2) ensuring that the Daly City Planned Development review and approval process is examined, updated and strengthened, if necessary, to properly take into account urban design issues in future project reviews.

While changes in the view from Niantic Avenue residences cannot be avoided or mitigated, the quality of the view from the residences, as well as from Plaza tower offices, may be improved by requiring landscaping of the garage rooftops.

Any precise plan or plans implementing the Specific Plan should specify building sites; heights and conformation that achieve allowable square footage with minimum disturbance of local residents' views.

### **3. Employment And Housing**

The following discussion covers the existing conditions and expected project impacts on local employment levels and the housing stock.



### 3.1. Setting

#### Employment

Daly City has relatively limited employment opportunities for its residents within its own borders. In 1980, according to Association of Bay Area Governments (ABAG) statistics, Daly City had 39,700 residents who were employed, but provided only 17,000 jobs in the community. This "jobs-housing imbalance" impacts Daly City social and economic structure. Existing firms in the Peninsula Gateway Plaza Specific Plan Area are responsible for approximately 175 jobs, estimated to be around 100 jobs on Block 50, 25 on Block 51, and 50 jobs on Block 52. These jobs are predominately retail based, with smaller components of employment in offices/business services and light industrial/warehousing.

Prior to BART acquisition of several Block 50 parcels for Turnback construction, there were about 40 additional jobs in the Specific Plan Area.

#### Population And Housing

The residential blocks within and adjacent to the Peninsula Gateway Specific Plan Area comprise a portion of the neighborhood known as Original Daly City. As the oldest part of the city, with 36 percent of year-round housing units built in 1939 or earlier compared with the city average of 8 percent, Original Daly City offers important opportunities for home ownership to moderate-income households.

According to 1980 census and census sample data, median income of Original Daly City households in 1979 was \$16,992, significantly below the city-wide median of \$21,576. However, 54.7 percent of housing units were owner-occupied, close to the Daly City figure of 58.2 percent. Median value of owner-occupied units was \$75,300, compared with \$96,800 citywide. In 1980, a majority of neighborhood residents, approximately 55 percent, were of the non-white categories. Asians and Pacific Islanders comprised the largest non-white group, 23 percent of all residents. Approximately one-third of residents of the neighborhood were foreign born.

However, Original Daly City has a relatively stable population: in 1980 54.5 percent of residents 5 years old and older were living in the same house they had lived in in 1975. This was one of the highest levels in the city and compared with an average of 50.5 percent. Median age in the neighborhood was somewhat lower than in the city as a whole and the percentage of persons under 15 years old was significantly higher. The neighborhood also showed a higher percentage of single household heads than the city as a whole. Over ten percent of families had incomes below the poverty line in 1979 compared with the city figure of 5.7 percent.





The Daly City General Plan specifically calls for the conservation of housing in the area to the north and east of the BART Station in Daly City, with a maximum density of 18 units per acre. The residential area to the east of the Project Area lies within the Top of the Hill neighborhood of Original Daly City. The entire neighborhood received first priority for residential rehabilitation in the General Plan and the area was rezoned from R-1 and R-3 to R-1A, single family/duplex, in order "to protect the overall single family investment".

Relief of the on-street parking by BART patrons (through garage construction and institution of a preferential parking scheme) together with residential rehabilitation were seen as necessary to reinforcing the predominant single-family character. One possible exception to the conservation policy is the block strip between DeLong and San Diego Streets from John Daly Boulevard to the City line, also given a Special Area designation. Eight years ago, the General Plan indicated that no redevelopment was anticipated within the decade given the number of small parcels requiring assembly and current and projected market conditions. Those general conditions prevail and any redevelopment potential still appears likely to be long-term.

The General Plan's Housing Element (on which, together with clearly expressed local preference, the conservation policy is based), is in need of updating. Nevertheless, the general market conditions described in 1978 -- the cost and shortage of housing locally and throughout the Bay Area, remain and have worsened considerably for some income groups.

Much of Daly City, and the neighborhoods to the east of the BART station and the Project Area in particular, offer relatively sound and affordable single-family housing at moderately high densities. Short, intermediate and long-term Housing Element programs therefore focused specifically on protection and maintenance of existing good housing and on rehabilitation and physical improvement. The Housing Element also identified a short-term requirement for approximately 4,500 below-market rate units to meet social and physical housing needs and anticipated that, despite construction of affordable housing projects, the chronic deficit of low-income housing would remain in the long term. These units have not been constructed -- therefore it is assumed that the need remains and is more important today.

### 3.2. Anticipated Impacts

#### Employment

One impact of the Peninsula Gateway Plaza Specific Plan would be a substantial increase in site employment. Total permanent employment at build-out would be approximately 2,420 persons, as in the figures below; an increase of more than 2,000 over estimated current levels.



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POTENTIAL EMPLOYMENT BY BLOCK AND TYPE:  
PENINSULA GATEWAY PLAZA SPECIFIC PLAN (Full Buildout)

<u>Activity</u>	<u>BART DeLong</u>	<u>BART Blk.50</u>	<u>Block 50</u>	<u>Block 51</u>	<u>Block 52</u>	<u>Total</u>
Offices	400		740	648	420	2,208
Retail		18	45	54		117
Restaurant		24	40	32		96
	----	----	----	----	----	-----
Totals /a/	400	42	825	734	420	2,421

/a/ Assumes 3 employees per 1000 square feet for retail,  
and 4 employees per 1000 square feet for office and restaurants.

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Source: LeBlanc & Company

About 2,200 of these jobs would be in office-based occupations, with about 220 additional jobs split between restaurants and retail or services outlets. The figures above represent the total employment generated by completion and occupancy of the entire project area. Build-out would be a gradual process, and some current jobs would be displaced as buildings are acquired and replaced by new commercial development. The total would therefore not reach more than 2,000 for some time.

### Housing

The Specific Plan per se will not result in the displacement of any existing housing in or adjacent to the Specific Plan Area. Significant new office employment generated by redevelopment in the area, especially of the "back-office" type (clerical and administrative), could add to local housing demand and adversely affect housing balance.

In addition, long-term pressure for conversion or redevelopment of residential structures adjacent to the area could conceivably result from a successful Specific Plan Area project, with further adverse effects.



### 3.3. Potential Mitigation

An increase in site employment is considered a positive impact for the community, unless it is a direct transfer from a Daly City location, and no mitigation is suggested. For any firms displaced as a result of Redevelopment Agency acquisition and disposition, relocation payments may be in order (via the redevelopment process) to assist in relocation of the business to another site. For businesses displaced through sale of the building to another private party, no assistance is warranted to owners or employees beyond the usual workings of the real estate market.

Inclusion of additional residential units within the Specific Plan Area would be possible to a very limited extent, either adding units through intensification of the DeLong Street frontage residential properties, or substituting for office floor area space in the southernmost block (Block 52). However, in the first instance building additional units would require removal of a substantial number already there.

In the second case, the current and expected environment on all of the Junipero Serra Boulevard frontage properties is really not suitable for low or moderate density housing.

## 4. **Transportation, Circulation, and Parking**

A number of significant impacts are expected in the areas of traffic generation, demand for parking and related. A description of the current setting and these impacts follows:

### 4.1. Setting

#### Street System and Parking

Two major regional access routes serve the Peninsula Gateway Plaza Specific Plan Area; these are I-280, which connects Peninsula communities to downtown San Francisco, and Highway 1 which serves the coastal communities of San Mateo County and the western side of San Francisco. These two routes merge for an approximately two-mile length which includes the Peninsula Gateway Plaza Specific Plan Area.

Northbound off-ramps are provided to Junipero Serra Boulevard just south of Citrus Avenue. Separate northbound on-ramps are provided at the intersection of Junipero Serra and John Daly Boulevards, also the site of southbound off-ramps from both highways. Southbound on-ramps to the merged routes are provided from John Daly Boulevard to the west of the freeway.





John Daly Boulevard connects State Highways 35 and 82. It serves as one of the primary cross-town routes for Daly City, connecting the "Top of the Hill" area at Mission Street to the Westlake area, and serves as the primary access route to the Daly City BART Station as well as primary access point to the regional freeway network.

Junipero Serra Boulevard, which provides the primary access to the study area runs north-south along the western boundary of the study area adjacent to Freeway I-280, and like John Daly Boulevard, is a four lane roadway. DeLong Street serves as an access route in and out of the BART Station, and North Parkview and Westlake Avenue serve as local two lane streets linking Junipero Serra Boulevard and Mission Street. San Diego Avenue serves as the eastern boundary of the Specific Plan area north of John Daly Boulevard, and functions as a narrow neighborhood street.

The critical component of traffic capacity for the Specific Plan Area is the intersection capacity at John Daly Boulevard and Junipero Serra Boulevard. This is true particularly during the afternoon peak period when local Daly City traffic which is limited in east-west access by limited routes across Freeway I-280, BART oriented travel (all day parkers departing and transit and pick-up trips to and from the station), and traffic exiting I-280 for Daly City all need to utilize this critical intersection.

Daly City has attempted to solve the traffic problems of this intersection. However, previous strategies, such as provision of two left turn lanes from northbound Junipero Serra Boulevard, traffic signal interconnection along John Daly Boulevard, and barrier fencing to reduce jaywalking across John Daly Boulevard have been insufficient steps. Previous traffic analyses have indicated the problems, and the Daly City Intermodal Project developed a short-range improvement program that will provide limited relief.

The BART Turnback Improvement Alternatives EIS analyzed existing and projected PM peak hour Level of Service (LOS) ratings for the intersections in the station area. According to the analysis conducted in 1980, the base level of service was "D" (approaching unstable flow), and was expected to deteriorate to "E" as a result of the greater traffic volumes resulting from improved train frequency associated with the turnback. The combination of the turnback and redevelopment along Junipero Serra Boulevard would result in LOS "F", representing greater volume than can be handled by the intersection capacity.

The 1984 analysis conducted for the Intermodal Study found the current LOS rating for the John Daly/Junipero Serra intersection to be "E" during the evening peak hour, with .96 of the volume potential utilized. The figures provided below summarize the findings of the Intermodal Study on calculated volume/capacity ratios and levels of service for all the critical intersections near the station or along the Junipero Serra corridor south of the Daly City BART Station.



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VOLUME/CAPACITY RATIOS AND LEVEL OF SERVICE:  
SPECIFIC PLAN AREA INTERSECTIONS (PM PEAK HOUR)

<u>Intersection</u>	<u>Volume/Capacity Ratio</u>	<u>Level of Service</u>
I-280 (S/B) + J. Daly	.54	A
J. Serra + J. Daly	.96	E
BART entry + J. Daly	.46	A
DeLong + J. Daly	.65	B
J. Serra + N. Parkview	.62	B
J. Serra + Westlake	.78	C

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Source: DKS Associates, Daly City Intermodal Study Task 2:  
Inventory of Existing Conditions, July 1984, Appendix B.

During the most congested evening peak period, the John Daly Boulevard westbound approach to the Junipero Serra Boulevard intersection encounters the most queuing, sometimes extending beyond DeLong Street. These queues at times block the BART Station entrance/exit and the DeLong intersection. Although the BART exit and DeLong often back-up, it is the congestion on John Daly Boulevard rather than the inherent capacity of these intersections that is the limitation, and the reason why these intersections have acceptable volume/capacity ratios despite their apparent congestion. In response to the traffic problems at the John Daly/Junipero Serra intersection, the Short-Range Improvement Plan developed for the Intermodal Study recommended a set of relatively low cost improvements that would increase the capacity of the intersection, improving the level of service (LOS) while permitting additional development and/or travel to and from the BART Station. The program included the following recommendations:

An additional westbound lane for John Daly Blvd. approaching the Junipero Serra intersection and on the I-280 overcrossing (accomplished by re-striping and shifting the median).

An improved free right turn for the northbound to eastbound movement from Junipero Serra to John Daly; and

A pedestrian overcrossing of John Daly Boulevard which will remove pedestrian traffic from the easterly crosswalk.



According to the Intermodal Study Final Report, these improvements would improve current capacity utilization of the John Daly intersection from 0.96 to 0.86 capacity ratio, an improvement from Level of Service "E" to "D". No other intersection in the Peninsula Gateway Plaza Specific Plan area has a capacity problem. /a/

Because of the excess parking demand generated by the BART Station, Daly City has adopted preferential neighborhood parking in the residential areas both in and adjoining the Specific Plan area, thus eliminating the problem of all day parking by commuters. The merchants on Block 50 have limited off-street parking facilities, and the City has a temporary parking lot on a portion of the BART owned parcel on Block 50. Existing businesses on Block 52 have adequate off-street parking either adjacent or at the rear.

### Transit Service

The Daly City BART Station, located in the northern part of the Peninsula Gateway Plaza Specific Plan Area, serves as the focus of local transit service. As the termination point for three BART lines - from Richmond, Concord, and Fremont, it shares the outstanding frequencies of other West Bay Stations. At the present time, train frequencies are every 3.75 minutes during peak periods, every five minutes mid-day, and every 20 minutes during evening hours. When the Turnback track is completed, additional rail cars operational, and a new train control computer system installed, peak hour frequencies will decrease to every 2.5 minutes, or 24 trains per hour from the current 16 per hour. These service improvements will be funded and gradually implemented in 1988 and 1989.

SamTrans operates 15 routes to the Daly City BART Station, with routes from other Daly City neighborhoods, Pacifica, Half Moon Bay, San Bruno, South San Francisco, and other points along El Camino Real. San Francisco Muni operates three routes into the station, including Route 28 crosstown service that serves 19th Avenue, including Stonestown shopping center and San Francisco State University.

During peak hours, approximately 60 buses an hour enter and depart the Daly City transit station, with perhaps three-fourths of the bus service arriving or departing through the John Daly and Junipero Serra Boulevard intersection.

Private and special purpose shuttle services, such as the Crown Colony bus, SamTrans Redi-Wheels service for the disabled, and First Nationwide Savings shuttle from Serramonte also serve the BART Station. With some 18,000 trips a day on BART to and from the Daly City Station, considerable transfer between BART and buses as well as between bus routes, 1,700 parking spaces, and drop-off (kiss and ride) activity, the BART Station serves as a significant Intermodal terminal for northwestern San Mateo County.





#### 4.2. Potential Impacts: Circulation And Parking

As the BART Station vicinity has significant traffic congestion, the vehicular impact of development and the capacity of the critical John Daly Blvd./Junipero Serra Blvd. intersection is perhaps the primary constraint on the amount of development that can be permitted in the Specific Plan Area. Another key factor is the ratio of parking required for various commercial uses, and potential modification to the basic parking requirements of the Daly City Zoning Code to more accurately reflect true need.

The figures following illustrate the anticipated PM peak hour incremental trip generation of the Intermodal II (proposed project or Specific Plan) level of development activity. Although the development of office space on the DeLong Street site would not create additional parking spaces, the current uses of spaces on the site are for off-peak hour parking and carpool parking, uses that generate few trips during peak periods. Office use is expected to generate an additional 142 peak PM period trips. /b/

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#### PROJECTED PM (EVENING PEAK HOUR) VEHICLE TRIPS: SPECIFIC PLAN AREA DEVELOPMENT PROGRAM (Full Buildout)

<u>Activity</u>	<u>BART DeLong</u>	<u>Peak Hour Vehicle Trips Per Development Area</u>				
		<u>BART Block 50</u>	<u>Main Block 50</u>	<u>Block 51</u>	<u>Block 52</u>	<u>Total</u>
Retail	0	13	33	40		86
Restaurant	0	42	70	56		168
Office	142		263	230	149	784
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Total	142	55	366	326	149	1,038

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Source: DKS Associates Inc.

Anticipated future service levels were calculated for the Junipero Serra-John Daly intersection based on the above peak hour flows. /c/



Based on site observation in 1984 during work on the Intermodal Study, this was estimated at 400 PM peak hour trips. Thus, the number and impact of peak hour vehicle trips generated by the Redevelopment areas have been reduced by 400 in order to account for this displacement. In calculating the effect of build-out on the parcels south of John Daly Boulevard, it was necessary to reduce the background traffic generation of existing uses that would be displaced from the site.

At build-out the intersection would return to Level of Service "E", and a vehicle/capacity ratio of .93, slightly better than the .96 level existing prior to the intermodal improvements.

Level of Service "E" is described as approaching full capacity. Development of a hotel or motel instead of a portion of the office space on Block 51 could reduce peak hour trip generation by about 50 trips, because of the differing peak period traffic generation rate of the motor hotel use. This would lower the vehicle/capacity ratio to .92, a relatively insignificant difference. /d/

The anticipated distribution of peak hour vehicle trips from each of the Specific Plan active development areas is based on the existing travel patterns as identified in the Daly City Intermodal Study. The predominant direction of travel from development adjacent to the BART Station is to and from the west (approximately 75%). The predominant direction of travel from the area along Junipero Serra Boulevard is to the north for outbound trips; the major inbound flows are from areas to the south.

Because of concerns about traffic impacts along Junipero Serra Boulevard, parking access and egress from the sites along that route should be via either a minor road or aisle along the east side of the property from North Parkview and Westlake Avenues.

Northbound entry and exit could be permitted directly from Junipero Serra Boulevard, if entries and exits were at least 200 feet from the nearest intersection, but since egress to the other streets is required for southbound travel, the cost and efficiency of garage control may mandate only one operational exit per lot or garage.

Development requiring access from North Parkview Avenue should not proceed until the improvements planned by the Daly City Department of Public Works can be implemented. This includes both the widening and relocation of the approximately 200 foot section of North Parkview between Niantic Avenue and Junipero Serra, and the installation of a permanent traffic light at the Junipero Serra intersection.



#### 4.3. Anticipated Impacts: Transit Service

Intensification of the DeLong Street property and Junipero Serra frontage should not have any adverse effect on transit service. With the BART service improvements and increased bus terminal capacity resulting from the Intermodal project improvements, there should be sufficient capacity although specific SamTrans trips into the area may be overutilized.

BARTD is currently encouraging joint development activity and other commercial development in suburban station areas to attempt to increase ridership counter to peak flows.

Current ridership at Daly City is approximately 90 to 95 % in the peak direction during commute hours, so the amount of available capacity counter to peak direction is very large, at least from downtown San Francisco to Daly City (the ability to increase ridership through BART's transbay tube crossing will remain limited).

Assuming that 30 percent of office related work trips are transit or pedestrian oriented, a total of 660 persons might use these modes. If two-thirds of these use BART and one-third bus, this would translate to 880 additional BART trips daily and 440 bus trips. Capacity does exist on the transit network to handle this level of additional travel.

#### 4.4. Potential Mitigation

The Intermodal Study also sought other traffic solutions that would permit either more travel to the BART Station or greater intensity of development in the Specific Plan Area. The only physically feasible way to increase capacity through the John Daly-Junipero Serra Boulevard intersection would be to widen the north side of the John Daly overcrossing of I-280 from the south I-280 exit ramp.

The purpose of this type of street widening would be to both provide an acceleration lane for the heavy southbound right turning traffic from I-280 (thus allowing free right turns), and to provide more comfortable geometric standards for lane widths and pedestrian areas so as to maximize potential capacity utilization. The above described improvement could cost approximately \$2.5 million in 1985 dollars and allow either 400 additional parking stalls at BART or an additional 300,000 square feet of development in the Specific Plan Area. Unless FAU funding (U. S. Government assistance) could be acquired for the project, the amount of funding required to pay for such an improvement through an assessment district could be a significant constraint to development within the Peninsula Gateway Plaza Specific Plan Area.





Other solutions, such as diverting traffic through neighborhoods east of the area, or extending Westlake Avenue across Freeway I-280 would also be unacceptable.

Access to a kiss-ride facility with temporary storage of approximately 20 vehicles is anticipated from the southernmost portion of the BART BLock 50 parcel. This entrance and exit is planned in a manner that will allow drivers to merge back into the appropriate Junipero Serra Boulevard traffic lane before the intersection with John Daly Boulevard. Access to potential joint development use on the BART parcel would be from the same point.

## 5. Fiscal Impacts Of The Project

Redevelopment within the Specific Plan Area will bring about fiscal impacts to the City of Daly City. These will consist mainly of the balance of ongoing expenses and revenues from redevelopment (budget outlays versus new tax revenues or fees), although some capital improvements may well be involved over the longer term. Additionally, public debt may be involved to finance various improvements, including parking.

### 5.1. Setting: Public Revenue Profile

Fiscal impacts from development schemes have been briefly examined in the Daly City Intermodal Study. Generally speaking, the favorable fiscal impacts to Daly City (revenues from taxes) consist of tax revenues from new development. An updated review of the points raised in previous studies follows. /e/

#### Revenues From Development Of Commercial Properties

Commercial development in Daly City produces the following approximate revenue potentials to the community. These consist of real estate ad valorem taxes levied by San Mateo County and shared proportionately with Daly City. These are the "real estate property taxes" in the figures below. The "sales taxes" is the retail sales tax levy by the State of California on "taxable sales" (food, prescription drugs exempt).

Using these ratios for each type of development, it can be seen that a 10,000 SF office building would provide Daly City with about \$2,500 a year in new property tax revenues; a 10,000 SF small retail center would produce about \$2,000 in property tax and an additional \$1,500 in sales tax; a new 100-unit condominium or quality apartment building about \$22,000 in property tax, and so on.



In addition, a hotel or motor inn property could generate room tax revenue for Daly City. This would generate about \$100 per unit per year for each 1 percent levied. Finally, office space, hotels and retailing establishments would generate business license tax revenue to the city. refer to the following figures:

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REVENUES TO DALY CITY FROM DEVELOPMENT TYPES:  
(DALY CITY SHARE OF TOTAL REVENUES)

<u>Type Of Development</u>	<u>Real Estate Property Taxes</u>	<u>Retail Sales Tax</u>	<u>Total</u>
Commercial Office	\$ 0.25/SF	\$ -0-	\$ 0.25/SF
Hotel Property	0.50/SF	1.50/SF	2.00/SF
Retailing Complex	0.20/SF	1.50/SF	1.70/SF
Restaurant Complex	0.40/SF	2.50/SF	2.75/SF
Residential Units	220.00/Unit	-0-	220.00/Unit

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Source: LeBlanc & Company

Development of a 40,000 SF low intensity restaurant complex (four restaurants as used in the Intermodal Study example) would generate as much as \$10.0 million in sales volume yearly and \$100,000 in annual sales tax flow to Daly City (one percent of a total collection ratio of 6 percent). Total property taxes from such a restaurant complex would be on the order of \$60,000 per year, with Daly City receiving its pro-rata share from San Mateo County (currently 25 percent of the new ad valorem revenue); this would come to about \$16,000 in actual revenue to Daly City.

Office buildings in a size of roughly 100,000 SF would produce \$100,000 in gross property tax revenue to be shared on the same basis; \$25,000 to Daly City, approximately. Retail stores in a smaller community-sized center (as a substitute for the restaurant complex) would produce about \$60,000 in sales tax share and about \$8,000 in property tax share for Daly City. /f/



In addition, any developed public parking facilities could be partially financed from a combination of leases and daily user charges, set to repay indebtedness and operating expenses of the facilities. Finally, Daly City would collect annual business license taxes from firms operating the retailing outlets and conducting business in office buildings.

#### Changes In Property And Sales Tax Revenue Related To Development Intensity

These revenues are important to Daly City as a source of immediate coverage of budget outlays (sales tax and property tax both qualify), and as a potential supplementary source of long term financing. In the above examples, substituting a hotel or motor inn property for office space in the alternatives would add another \$16,000 or so in property tax collections to Daly City (the higher valuation for about 65,000 SF of building for the 150 room property), and a very modest sales tax increase.

A hotel tax on room sales would generate about \$30,000 annually to Daly City from each 1 percent room tax collected (\$3.0 million in effective room sales assumed). Therefore a 5 percent tax would raise as much as \$150,000 a year (from the 150-unit lodging facility discussed here).

#### Tax Increment Financing Capacity

The increases in area assessed valuation also provide for use of the "tax increment" or tax allocation financing procedure (permitted under California redevelopment laws). For example, \$300,000 a year in new "incremental" tax revenue will support about \$1.4 million in tax revenue bonds; \$150,000 a year will support about \$700,000 in bonds, and so on.

If tax increment financing is utilized by the Daly City Redevelopment Agency, all or a part of these new property taxes from development within the Junipero Serra (Redevelopment) Project Area can be used for a variety of authorized redevelopment program expenses. Tax increment financing is an important one of a number of financing methods that can be utilized. Thus, project intensity of development (both location and amount of space developed, and type) does have a direct bearing on fiscal impacts to Daly City. This consideration can and should be balanced against others. /g/

#### 5.2. Setting: Public Costs

Development of properties within the Peninsula Gateway Plaza Specific Plan Area will result in some increase in the requirements to provide public services to the area. Without a residential component, these services are generally restricted to public protection and capacity of public facilities. Those identified for this analysis are reviewed below.





### 5.3. Setting: Fire Protection

The nearest fire station to the project site, Station Number 2 at 499 Santa Barbara Avenue, is within a two-minute response time. Response time from the next nearest, Station Number 1 at 151 Lake Merced Avenue, is three to five minutes.

Both fire stations are equipped with 1,500 gallon per minute trucks. A minimum of three firefighters are maintained at Station Number 2, a minimum of three at Station Number 1.

### 5.4. Anticipated Impacts

A review of the proposed Peninsula Gateway Plaza Specific Plan Area alternatives by the Daly City Fire Department administration indicates that service can be extended to new development in the vicinity without major increased operating costs. However, to protect structures more than four stories high will require the acquisition and maintenance of additional personal firefighting and safety equipment (breathing apparatus, portable suppression gear, and so on). This equipment will represent a outlay and continuing maintenance expenses. /h/

### 5.5. Potential Mitigation

The City of Daly City is investigating an assortment of funding mechanisms for recovery of fire protection costs associated with Specific Plan Area development. Developer participation in a fee program tied to size and location of buildings is one option under consideration.

### 5.6. Setting: Police Services

A review of the proposed Peninsula Gateway Plaza Specific Plan Area alternatives by the Daly City Police Department administration indicates that service cannot be extended to new development in the vicinity without increased operating costs.

### 5.7. Anticipated Impacts

First calculations by Daly City Police indicate that specific additional staffing and equipment requirements are associated with the Peninsula Gateway Plaza Specific Plan Area alternatives. /i/



## 5.8. Potential Mitigation

The City of Daly City is investigating an assortment of funding mechanisms for recovery of police costs associated with Specific Plan Area development. Developer participation in a fee program tied to size and location of buildings is one option under consideration.

## 6. **Public Facilities**

Development within the Peninsula Gateway Plaza Specific Plan Area will also make demands on other public facilities. The most significant of these, public utility (water, wastewater, etc.) operations, are discussed below.

### 6.1. Setting: Water Supply And Distribution System

More than 50 percent of Daly City's water supply has been and continues to be supplied by Daly City Water District wells. Most of the water requirements of the northern portion of Daly City are locally supplied. From central Daly City southward, supplies are supplemented by water purchased from the Hetch Hetchy system. The purchased share increases towards the south and reaches 100 percent at Hickey Boulevard. Local water is preferred to Hetch Hetchy water because of its lower cost.

The OBI Daly Center EIR indicated concern over the City's rate of groundwater depletion and the increasing share of its water supply that had to be purchased from San Francisco. However, depletion of the Daly City aquifer has been occurring at a substantially slower rate than was predicted in a 1970 study of the city's groundwater situation. /k/

The Water District is comfortable with its ability to maintain a yield of 3.5 to 4.5 mgpd and plans to improve supply and pumping capacity in order to do so. The District is currently planning to drill one to two new wells to replace existing old wells.

Seven of the city's nine wells are at least 40 years old. Most of the Specific Plan area is served by Daly City's reservoir Number 3. Half of the water supplied to this reservoir is pumped from the Citrus/Niantic well. Current plans call for this well, the oldest of all the city wells, to be replaced first. The Specific Plan area is served by 8" mains on Citrus Avenue, Westlake Avenue, John Daly Boulevard, and Junipero Serra Boulevard (from John Daly Boulevard to Citrus Avenue).



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A 2" feeder loop serves development on Junipero Serra between Vista Grande and North Parkview Avenue. Residential areas to the east of the Specific Plan area are served by 2" lines along Niantic Avenue and North Parkview (to Niantic Avenue), and a 3" line on Old Westlake Avenue.

While line capacities are adequate to serve the existing low-intensity development in the Specific Plan Area, increased volume will be required to serve the proposed new development. Upgrading to 10-12" pipe and installation of another booster to increase pressure for adequate fire flow would be required at a minimum. Fire flow in the main Junipero Serra Boulevard line was observed by the Insurance Service Office (ISO) in August, 1985, as 1,900 gpm, sufficient for current uses. /k/

## 6.2. Setting: Wastewater Management System

The Daly City General Plan anticipated that sewage treatment capacity would be exceeded by the mid-1980's. As projected, the plant is now operating very close to capacity and in excess of capacity during peak flows. Minor modifications to the plant could extend its capacity for two more years and an expansion is under consideration that would take the plant from its current design capacity of 8.0 million gallons per day (MGD) to 12-15 MGD. Because of funding constraints, no decision has been made on the size and timing of the expansion.

The City is considering alternative funding mechanisms, including the possibility of a buy-in reservation for new business and residential connections. Daly City has recently adopted a new policy for allocation of sewer permits. This allocates remaining plant capacity on a selective priority basis. The first priority is granted to City of Colma, by agreement, for a stated amount of treatment capacity. The next priority is for lands within the sanitation district (North San Mateo County SD) boundaries. Within this envelope, "approved uses within Redevelopment Area" have a 30 percent capacity allocation.





Permits will continue to be granted up to 90 percent of estimated treatment capacity online. After that level, the remaining capacity will be granted on a waiting list basis. Positions on this list will be granted after a review of projects using established "evaluation criteria". /l/

The area immediately east of the Specific Plan Area is served by eight-inch sewer lines along John Daly Boulevard, Westlake Avenue, and Citrus Avenue which connect into ten and twelve-inch collectors serving Niantic Avenue. At the end of Marchbank Park, these two mains join an 18-inch trunk that carries flows westward across I-280 to the treatment plant. Except for Citrus Avenue where the eight-inch line runs west to Junipero Serra Boulevard, the Specific Plan Area is served by an eight-inch line along Junipero Serra Boulevard. Flows in this line join the 18-inch trunk line, lying west of Marchbank Park.

### 6.3. Setting: Storm Drainage System

Stormwater from the Specific Plan Area is collected in a north-south 12-inch storm drain along Junipero Serra Boulevard (connecting with a 21-inch line and later a 24-inch line) and in a 48-inch east-west line crossing the area south of North Parkview Avenue which serves the residential areas to the east but also serves the proposed project area. Both lines travel westward toward to an eventual ocean outfall at the Vista Grande canal.

A city-sponsored review of storm drain lines in the vicinity recently conducted indicated that drainage lines were operating below capacity. That is believed still to be the case, suggesting adequate capacity to serve the additional runoff from the proposed development.

Prior geological investigations of property within the Peninsula Gateway Plaza Specific Plan Area have suggested the former presence of a now filled, westward-draining ravine to the west of Marchbank Park, into which a number of springs once apparently discharged. "Reportedly, several deep drains extend beneath the fill (which now covers the ravine) to discharge to the west." /m/

It is inferred from those investigations that natural drainage on the site has been largely replaced by engineered storm drains although some natural surface runoff return is permitted in unpaved portions of the site, including the strip of land owned by the Southern Pacific Company. The BART-owned portion of the Specific Plan Area north of John Daly Boulevard is presently used for parking and is entirely paved and landscaped. Part of the principal site to the south has been hard-surfaced.



The percentage cannot be precisely determined because portions of former hard surfaces, building slabs, etc. on now-vacant parcels appear to have been broken up or eroded over time. Groundwater recharge is of concern to the city as fifty percent of domestic water is supplied from the Daly City aquifer which is experiencing a gradual decline in level.

#### 6.4. Anticipated Impacts

Development of Peninsula Gateway Plaza at the intensity described above will require improvements to on-site and off-site public utility systems in the Peninsula Gateway Plaza Specific Plan Area.

##### Water System Impacts

Demand for water generated by redevelopment of the study area at the project (Specific Plan) level is projected at 93,188 gpd, less current consumption.

Current Water District plans call for replacement of the Citrus/Niantic well which feeds Daly City's reservoir Number 3, serving the Specific Plan area. The water demands of development at the Intermodal II level might also require drilling of an additional well.

Water transmission and storage and/or source of supply fees shall be a developer responsibility, either in advance or retroactively, at rates to be determined by Daly City.

##### Wastewater System Impacts

Daly City's sewage treatment plant is scheduled for expansion by an additional 2.3 million gallon per day (mgd), to be completed in the winter of 1988 - 1989.

This additional capacity is projected to be required to accommodate any future development in the city, including that within the Peninsula Gateway Specific Plan Area. Build-out to the "project" level (Specific Plan proposal or "Intermodal II" development option) would generate approximately 75,000 gallons per day (gpd) in sewage flow. Current flows are unknown, but probably represent 15 to 30 percent of this amount.

The 18-inch trunk sewer line serving the Plaza area and the residential area immediately to the east will require upgrading. Determination of requisite capacity, most likely 24" or 36", will require more detailed engineering analysis.



## Storm Drainage Impacts

Implementation of the proposed Specific Plan would result in no change in impermeable surface on the DeLong Street block. From John Daly Boulevard south to Westlake Avenue, full development would occupy all Southern Pacific Company and other vacant unpaved or partially-paved land. Depending upon whether or not an extension of Marchbank Park were included in the final plan, impermeable surfaces would change by no more than five percent.

In the immediate Specific Plan Area, a relatively small increase in surface runoff would not cause a significant effect, because local storm drain lines are operating below capacity. However, the increase would marginally increase the sub-regional storm drain capacity problem in the Westlake area. Similarly, while a small reduction in infiltration of surface runoff would be of marginal local significance, in terms of cumulative effect on local groundwater supplies, any decrease could be considered significant.

A substantial increase in impervious surface will occur with redevelopment of the Specific Plan Area. Blocks 50 and 51 are approximately 65-75 percent impervious at present, and Block 52 is probably 50-60 percent impervious.

At full build-out, this could increase to 90 to 95 percent. Additional flows from the site could contribute to a subregional storm drain capacity problem along John Muir Drive in the Westlake area and extending into San Francisco.

### 6.5. Potential Mitigation

Future developers in the Specific Plan Area may be charged transmission and storage fees and/or source of supply fees to offset the cost of new wells, additional pumps and installation of new, larger-capacity mains as well as distribution lines.

The city is currently considering ordinances that would empower it to impose such fees, either in advance or retroactively, as appropriate. Contribution to sewage plant expansion and trunk sewer upgrading shall be a developer responsibility, either in advance or retroactively, at rates to be determined by Daly City. On-site drainage improvements shall be a developer responsibility.





Storm drain improvement fees set by City ordinance shall be charged to help finance off-site and sub-regional improvements. Landscaping plans should leave as much as possible of the site open and uncovered to reduce runoff and increase groundwater recharge. The entrance to Marchbank Park is especially important in this respect.

In addition and if feasible, consideration should be given to maintaining a permeable, vegetated surface on the slope below the Niantic Avenue residences.

In addition, Daly City may assess the developer or developers of the Peninsula Gateway Plaza for a financial contribution to a more comprehensive solution to the problem of sub-regional storm drainage system capacity.

## **7. Geology, Soils and Seismicity**

### **7.1. Setting**

The site, like a majority of eastern Daly City, lies over weakly consolidated rocks of the Colma formation. Most of the site is covered by structures or by asphalt or cement concrete surface. Test borings in the central portion of the area were made by geologists in December, 1979.

The borings showed variable density sand fill to depths of approximately 25 feet and medium dense sand to depths of approximately 38 feet. Based on these and Caltrans boring data, the Rittenhouse-Zeman report suggested that a westward-draining ravine may have existed beneath the fill, fed once by a number of springs east of the railroad grade. /n/

### **7.2. Anticipated Impacts**

Rittenhouse-Zeman concluded that the site is overlain by some 25 feet or more of uncontrolled fill which, in turn is underlain by medium dense sands. The fill and medium dense soils were judged inadequate for support of a previously-proposed 11-story structure.

It is inferred in this analysis that the fill is not adequate to support an eight-story structure in the same general location. It is also inferred that similar conditions prevail through the various segments of the Specific Plan Area.



### 7.3. Potential Mitigation

Geologic and engineering consultants to the OBI project owners recommended that support for high capacity piling, pier, or mat foundation be obtained from the very dense sands. Alternatively, they recommended removing the existing fill and medium dense sand and backfilling with a well-compacted structural fill prior to constructing a rigid concrete mat.

Additional geological, geotechnical and engineering studies should be performed in connection with building design under any approved precise plan or other planning and construction permit applications. The presence of unengineered fill over a portion of the site should be avoided or mitigated, using either the engineering approach identified by the geologic and soils consultants to the OBI Daly Center proponents or the equivalent.

The potential seismic hazard to development of the site represented by the presence of the San Andreas Fault 1.5 miles away shall be avoided or mitigated using either the engineering approach identified by the geologic and soils consultants to the OBI Daly Center proponents or the equivalent.

Best construction practices shall be used during demolition and redevelopment to avoid or mitigate the potential for erosion that exists on site.

## 8. **Vegetation And Related**

### 8.1. Setting

Shrubs, brushwood and grasses along the former right-of-way owned by Southern Pacific Company, including the slope behind the Niantic Avenue homes, comprise a majority of the natural or semi-natural vegetation within the Specific Plan Area. The plantings at the west end of Marchbank Park, including stands of Monterey pine, represent a significant feature in visual terms and offer probable habitat for birds and urban wildlife. Other scattered pines, especially along North Parkview Avenue, and landscaping surrounding the BART DeLong Street parking complete the rather sparse inventory of vegetation in the area.

### 8.2. Anticipated Impacts

Redevelopment would remove vegetation in the Southern Pacific Company's portion of the site and would remove or disturb DeLong Street landscaping, other scattered trees and tree stands.



Changes to North Parkview Avenue vegetation would also occur as a result of improvements to that street proposed by the City of Daly City and not directly attributable to implementation of the Peninsula Gateway Plaza Specific Plan.

Suggested placement of structures in active development areas (see Figure 6) minimizes disturbance of Marchbank Park vegetation, in compliance with Daly City General Plan policies that stress the habitat, visual, recreational, and open space values of Marchbank Park.

Elsewhere, implementation of the Specific Plan would result, at worst, in no net change in the amount of vegetation on site. However, integration of landscaping into the development would result in a net gain. A net gain would help implement the Daly City General Plan policy calling for creation of an "open space link" along Junipero Serra Boulevard in the area encompassing the Specific Plan Area.

### 8.3. Potential Mitigation

Viable tree stands and other significant vegetation should be retained and protected at the western end of Marchbank Park and, wherever feasible, elsewhere. Existing vegetation should be enhanced by additional landscaping to mitigate any loss of habitat or species diversity as well as to soften the hard edges and surfaces of the transportation facilities and the proposed parking and office structures.

New plantings within the Specific Plan Area should be coordinated with replacement of freeway landscaping removed for turnback construction. In addition, the city and prospective developers have the option of incorporating an extension of the park into a precise plan.

## 9. Noise Considerations

### 9.1. Setting

The primary source of noise in the project area is movement of vehicles, including traffic on John Daly Boulevard, Junipero Serra Boulevard, and Interstate 280 Freeway. Bus and automobile traffic on DeLong Street adjacent to the BART Station are also factors for the residents on the east side of DeLong.

Acoustical studies prepared for the BART Turnback EIS indicated that 129 residential units in the Specific Plan Area were subject to peak hour Leq noise levels above 67 dBA (9 were subject to 70 to 75 dBA), the Federal Highway Administration recommended residential maximum. /o/





Furthermore, the BART Turnback, which includes the elimination of the Balboa Building Materials structure which blocked Junipero Serra and I-280 traffic from Niantic, and the operation of BART trains on elevated trackage, will increase the noise exposure of a limited number of homes. It is estimated that 4 housing units along Niantic Avenue will have their Leq noise exposure increased to a range of 70 to 75 dBA from the current 67 to 70 dBA, and one additional unit will have Leq exposure increased -- to a range of 75-80 dBA.

Commercial and industrial buildings along Junipero Serra Boulevard are presently exposed to average Leq ratings of 75 dBA along the street frontage, dropping off to ratings of 65-70 dBA along the rear of the property. BART will marginally increase the noise exposure of structures along Junipero Serra Boulevard between John Daly Boulevard and approximately Westlake Avenue when it will drop below the grade level of Junipero Serra Boulevard along the I-280 right-of-way.

## 9.2. Anticipated Impacts

The intensification of commercial development permitted by the Peninsula Gateway Plaza Specific Plan could have two contrary acoustical effects. Multi-story development, particularly on the two blocks immediately south of John Daly Boulevard, could provide acoustical buffering from BART and traffic for the homes along Niantic Avenue.

This effect would of course be limited to those structures directly behind new buildings. Likewise, the displacement of uses such as building materials yards and service stations by office buildings and/or retail and restaurant development should reduce site generated noise.

The added traffic on Junipero Serra as a result of this development should produce marginal noise generation effects, but the design and placement of parking could generate an increase of site generated noise, particularly if an access roadway and/or parking is developed along the rear of the Block 50 or 51 properties.

## 9.3. Potential Mitigation

Determination of the necessity for a full access roadway along the former Southern Pacific Railroad right-of-way should require consideration of acoustical impact as well as benefits for access and circulation. If these acoustical impacts are judged to be potentially significant, development of an appropriate noise reduction wall along the back property lines of Niantic Avenue homes should be a condition of development approval.



The nature of the uses proposed for the site should diminish noise generation for nearby residents compared to the combination of current site uses and operation of the BART Turnback. Construction noise impacts are a potential short-term effect and should be addressed by conditions Daly City would normally place on heavy construction permits.

## **10. Light And Glare**

### **10.1. Setting**

The Specific Plan Area is developed with low-rise structures which have no overshadowing effect on structures or uses, such as Marchbank Park, outside the area. None of the existing structures produces glare, an uncomfortably harsh shining light often resulting from the use of reflective glass cladding.

However, a majority of structures are light in color. This, together with the extensive use of concrete in the BART facilities and the expanse of freeway, street and other paved surfaces, creates an area of high levels of reflected light. Unrelieved exposure to such an environment is aesthetically undesirable, tiring, and increasingly recognized as potentially harmful to the viewer's eyesight.

### **10.2. Anticipated Impacts**

If heights reach the full eight stories permitted under the proposed plan, construction of the proposed office buildings will shade a relatively small number of homes and a small portion of lower Marchbank Park in late afternoon.

However, except in the months of November, December and January, significant shading would be confined to the hour just before sunset. Exact shading patterns will depend not only upon height and bulk, but upon final site arrangement.

The use of glare-producing building materials is not encouraged, and, in light of concern expressed with respect to the previously-proposed Daly Center project, will be prohibited as one of the Specific Plan design guidelines. Therefore neither adjacent residences nor freeway motorists will be impacted by glare from the development. Replacement of the existing mix of structures and uses with office towers and parking garages will, at a minimum, result in no net increase in reflected light from hard surfaces, provided existing vegetation is retained or replaced.



### 10.3. Potential Mitigation

In order to reduce the effect of reflected light from the new development, careful attention should be paid to landscaping requirements, both at street and garage rooftop levels. (See Section preceding on Vegetation.)

Consideration should also be given to providing planters for plants trailing down the exterior walls of the parking structures.

## 11. **Air Quality Considerations**

### 11.1. Setting

Although the San Francisco Bay Area contains nonattainment areas for air pollutants - ozone, particulates (TSP), and carbon monoxide (CO), the Peninsula Gateway Plaza Specific Plan Area probably enjoys some of the best air quality in the Bay Area.

This condition is a result of the proximity to the Pacific Ocean and the often strong westerly or northwesterly winds that prevail in the area. Several recent studies have considered air quality of the area, and concluded that the Daly City area does not suffer from significant air pollution. /p/

Pollutant emissions are generally declining in the Bay Area as a result of improved auto emission controls and stricter stationary source controls, therefore the present conditions in the area are unlikely to significantly deteriorate as a result of either general Bay Area pollutant generation or local increases in generation resulting from traffic increases.

Carbon monoxide levels, perhaps the most potentially localized pollutant, are not violated at the most congested intersections of the Specific Plan Area at present, and they would be expected to diminish as a result of the traffic improvements at that intersection recommended in the Intermodal Study, improving the Level of Service (LOS) of this intersection. /q/

### 11.2. Anticipated Impacts

Although the development intensification permitted by the Specific Plan would allow an increase of automobile traffic, the most significant pollutant source in the area, the amount of growth in traffic is not expected to cause a significant deterioration of air quality. (refer to specific findings in this EIR's transportation impacts section)





### 11.3. Potential Mitigation

The Peninsula Gateway Plaza Specific Plan recommends a reduction of the existing Daly City parking requirements for commercial development, thus discouraging the use of automobiles for commute travel. The design of the direct pedestrian linkage from the primary development area to the BART platform will serve as a inducement for transit travel to the area, both on BART and on the San Mateo County Transit District (SamTrans) and San Francisco Municipal Railway buses that serve the Daly City BART Station.

The quality and quantity of transit service in the area is described in the Transportation Setting section of this EIR. There does not appear to be any other site in San Mateo County as well served by transit as the northern portions of the Peninsula Gateway Plaza area, and thus development in this area as opposed to other locations in San Mateo County will have overall benefits on regional air quality.

In addition, the fact that Daly City must "export" employed residents to jobs in other communities suggests that an increase in local employment opportunities is likely to be absorbed by Daly City residents to a significant degree, thus also tending to reduce total regional travel in relation to employment growth in communities that must "import" a labor force.

The next section of this EIR contains a comparison of the "project" (proposed Peninsula Gateway Plaza Specific Plan) with alternatives to this proposal. Additional detail is provided on some of the key items just covered.



## EndNotes

- /a/ See DKS Associates Inc. Daly City Intermodal Study, Final Report, December 1985, Chapter IV, page 4.
- /b/ This conclusion follows an analysis of the Specific Plan alternatives received from DKS Associates Inc.
- /c/ Levels of service (LOS) are calculated by using procedures set forth in Circular No. 212 published by the Transportation Research Board.
- /d/ A small hotel or motor inn of about 150 rooms has been evaluated as a possible substitute for office space development on Blocks 51 or 52.
- /e/ Refer to Chapter VI of the Intermodal Study, and additional information in the source document, Keyser Marston's December 1984 report.
- /f/ Some of these benefits have been overstated in previous studies. The Keyser Marston analysis of late 1984 (and its subsequent use in the Intermodal Study) erroneously inflated the sales tax revenue flow by a large factor. The expected totals are adjusted in this report.
- /g/ The bonds discussed here would be 30-year tax increment issue, with an average 10 percent interest cost, and debt service reserve each year equal to about 1.5 times actual debt payment (i.e., \$300,000 available equals an approved debt service requirement of \$200,000 net).
- /h/ Personal communication from Fire Department via Barbara Hill, Assistant to City Manager, City of Daly City, February 24, 1986.
- /i/ Personal communication from Daly City Police Department via Barbara Hill, Assistant to City Manager, City of Daly City, February 24, 1986.
- /j/ Personal communication, Wayne Hallenbeck, Chief Engineer, Daly City Water Division, February 7, 1986.
- /k/ Personal communication with David Kapler, Daly City Fire Marshall, February 12, 1986.



- /l/ The policy document is North San Mateo County Sanitation District, Policy and Procedure for the Allocation of Sewer Connection Permits, Daly City, California, approved by the Board of Directors March 24, 1986. This information provided from Barbara Hill, Assistant to City Manager, Daly City.
- /m/ Letter from Rittenhouse-Zeman and Associates Inc. to Office Buildings, Inc., December 1979.
- /n/ Letter from Rittenhouse-Zeman and Associates Inc. to Office Buildings, Inc., December 1979 (op.cit.).
- /o/ Refer to U. S. Government Turnback Improvement Project EIS, 1982 document, p. 4-33 (op. cit.).
- /p/ For example, see the U. S. Government's 1982 Environmental Impact Statement on the Turnback Improvement Project (op. cit.), and the 1984 EIR on the First Nationwide Savings building program at Serramonte.
- /q/ Refer to U. S. Government Turnback Improvement Project EIS, 1982 document, p. 4-36 (op. cit.).





The Peninsula Gateway Plaza Specific Plan represents the "project" under review in this Environmental Impact Report. California statutes call for a comparison of the "project" with suitable alternatives. In this case, alternatives are expressed in terms of development potential that would be permitted under the provisions of the Peninsula Gateway Plaza Specific Plan.

### 1. Available (Developable) Property

The following figures present a profile of available property that appears most suitable for reuse or joint development within the Specific Plan Area:

<u>Location</u>	<u>Square Feet Available</u>
BARTD DeLong Parking Lot	Possible pad of 20-30,000 SF
BARTD Block 50 (Turnback)	65,000 SF more or less (Turnback Track structure area and kiss-ride area)
<u>Remainder Block 50:</u>	
Private Mixed Parcels	90,400 SF
City of Daly City	4,600
SP Developable	65,000 SF
<u>Block 51:</u>	
City of Daly City/Private	112,000 SF
SP Developable	58,000 SF
<u>Block 52:</u>	
City of Daly City/Private	60,000 SF
SP Developable	120,000 SF



In the examples given here, the "SP Developable" property does not include slope property (about 20 feet in depth) immediately adjoining Niantic Avenue residential lots.

The estimated Block 51 area does not include the existing mortuary (it is excluded from Specific Plan Area). The footage for the BARTD Block 50 property (serving the Turnback track crossing) is estimated from general exhibits, and is not adjusted for local streets, passenger dropoff or loading areas. Finally, the actual shape of a building pad on the BARTD parking lot fronting DeLong Avenue is subject to revision, depending on the building types proposed.

## 2. Nature Of The Specific Plan Alternatives

Five (5) major alternatives have been made available for review at this time. The "project" alternative described throughout this EIR is also known as the "Intermodal II" alternative. The "Restricted", "Intermodal I" and "Intermodal Plus" alternatives provide for different levels of development intensity and environmental impacts, within a common Specific Plan framework. For environmental review, there is an additional "no project" (status quo) alternative for contrast. The five planning and development alternatives to be reviewed here are described in greater detail below:

### 2.1. The "Project" Alternative

The **Project Alternative (Intermodal Alternative II)** is considerably more ambitious in scope than the Restricted or Intermodal I options discussed below. All of Block 50 is developed, in addition to the former Daly City redevelopment parcels (OBI project site) on Block 51. All remaining SP properties in Block 50 and 52 are developed. New parking is developed in structures on blocks 50 and 51 and surface parking on Block 52. Joint development on BARTD property (Block 50 and the DeLong Street parking lot) is accommodated.

### 2.2. Four Alternatives To The Project

The **Restricted Alternative** consists of a Specific Plan that envisions limited additional development within the area. No development of Southern Pacific Company parcels is assumed. Joint development on certain BARTD property (DeLong Street parking area and portions of the turnback track structure ROW) is accommodated.



**Intermodal Alternative I** is more ambitious in scope. All of Block 50 is developed in addition to the former OBI project site parcels available on Block 51. Remaining SP properties in Block 50 and 52 are developed. New parking is developed at grade on all three blocks 50, 51 and 52. Joint development on BARTD property is accommodated.

The **Intermodal Plus Alternative** program is larger than other alternatives. All of Blocks 50 and 51 and remaining property on Block 52 are developed at somewhat higher intensity overall. New parking is provided in structures on these blocks, integrated with building construction. Acquisition and development of all SP property in all blocks is assumed. Joint development of BARTD property is accommodated.

### 2.3. The "No Project" Alternative

The **No Project Alternative** would result in a moderate amount of physical change within the Specific Plan Area. The City of Daly City might decide to withdraw all permits related to more intense development on Blocks 51 and 52, for example, or to permit small projects only. Limited or no change would be expected on Block 50 due to the multiple ownerships there. Some portions of Southern Pacific Company property might be developed over time. No BART joint development would be anticipated.

Development could still occur under the no project alternative. It would be subject to the existing zoning provisions. This would mean a more complex project planning process and would require the preparation of a new EIR on each significant project. It also would not address the possibility of development on either of the BART owned parcels. Without a more coordinated planning process, the opportunities to develop mixed use projects and shared parking facilities would be reduced.

Because of the limitation on site access to Block 50, and the desirability of no parking egress onto Junipero Serra near John Daly Boulevard, the amount of development permitted on Block 50 on a piecemeal basis would be much lower than with an overall master plan. The multiple ownerships on Block 50 also contribute to the problem.

For comparison purposes, 110,000 square feet of development split between Blocks 51 and 52 is assumed for the "no project" alternative. No development would occur on either of the BARTD (DeLong Street or Block 50) parcels, and the 110,000 square feet would consist of 100,000 square feet of office space and 10,000 square feet of retail use.



### 3. Land And Space Use Allocations

This preliminary allocation of land and space uses to the Specific Plan parcels results in the following general figures for each of the four project alternatives described above:

#### 3.1. Development Potentials

The figures following in Table 1 represent levels of development for selected segments of the Specific Plan Area, using combined limits of available property, and taking into account parking and access requirements. As such the figures present the "project alternative" (Intermodal II level of development) and four "alternatives to the project", including a "no project" (required for environmental review) option. /a/

Please refer to Figures 9 and 10 for graphic portrayal.

#### The "Project" (Intermodal II Option)

The **Project Alternative (Intermodal II)** alternative would accommodate about 615,000 SF of new development, including 552,000 SF of commercial office space and about 63,000 SF of retailing, restaurants and services outlets.

Buildings would average no more than eight stories or 100 feet in height, and parking would be in garages adjacent to major buildings, with surface parking on Block 52 until demand increases.

#### The "Restricted" Alternative

The **Restricted** alternative described above would provide for about 192,000 SF of floor area (160,000 SF of office space, and 30,000 SF of retailing and other related uses). Development would be low profile and intensity, in smaller buildings and with surface parking. /b/

#### The "Intermodal I" Alternative

The **Intermodal I** alternative would accommodate about 375,000 SF of total floor area (324,000 SF of commercial office space, and up to 51,000 SF of retailing and related use). Buildings would average no more than four stories in height, and parking would be in surface lots.



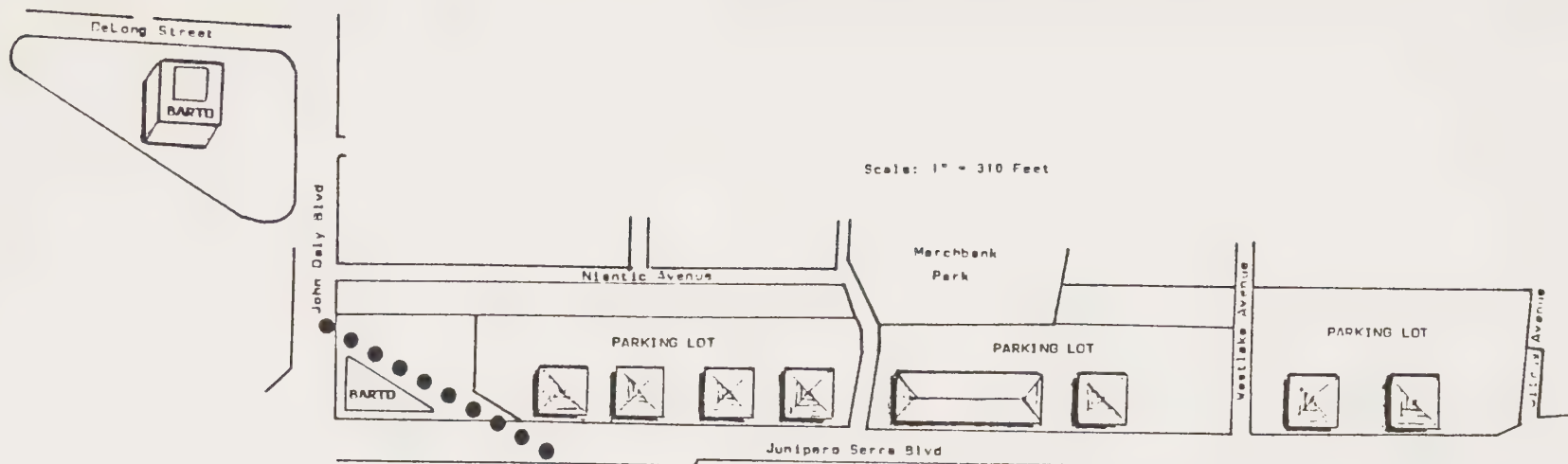


Table 1  
LAND USE AND DEVELOPMENT IMPLICATIONS OF  
SPECIFIC PLAN ALTERNATIVES

Alternative And Use	BART DeLong	Thousands of BART Block 50	SF - Block 50	Development Block 51	Potential Block 52	Total
"The Project" (Intermodal II)						
-Retail	0	6	15	18	0	39
-Restaurant	0	6	10	8	0	24
-Office	100	0	185	162	105	552
Total	100	12	210	188	105	615
Restricted						
-Retail	0	5	6	6	0	17
-Restaurant	0	5	4	4	0	13
-Office	80	0	30	28	24	162
Total	80	10	40	38	24	192
Intermodal I						
-Retail	0	6	15	10	0	31
-Restaurant	0	6	8	6	0	20
-Office	90	0	85	79	70	324
Total	90	12	108	95	70	375
Intermodal Plus						
-Retail	0	6	15	18	12	51
-Restaurant	0	6	10	8	2	26
-Office	100	0	185	162	196	643
Total	100	12	210	188	210	720
"No Project"						
-Retail	0	0	0	5	5	10
-Office	0	0	0	50	50	100
Total	0	0	0	55	55	110

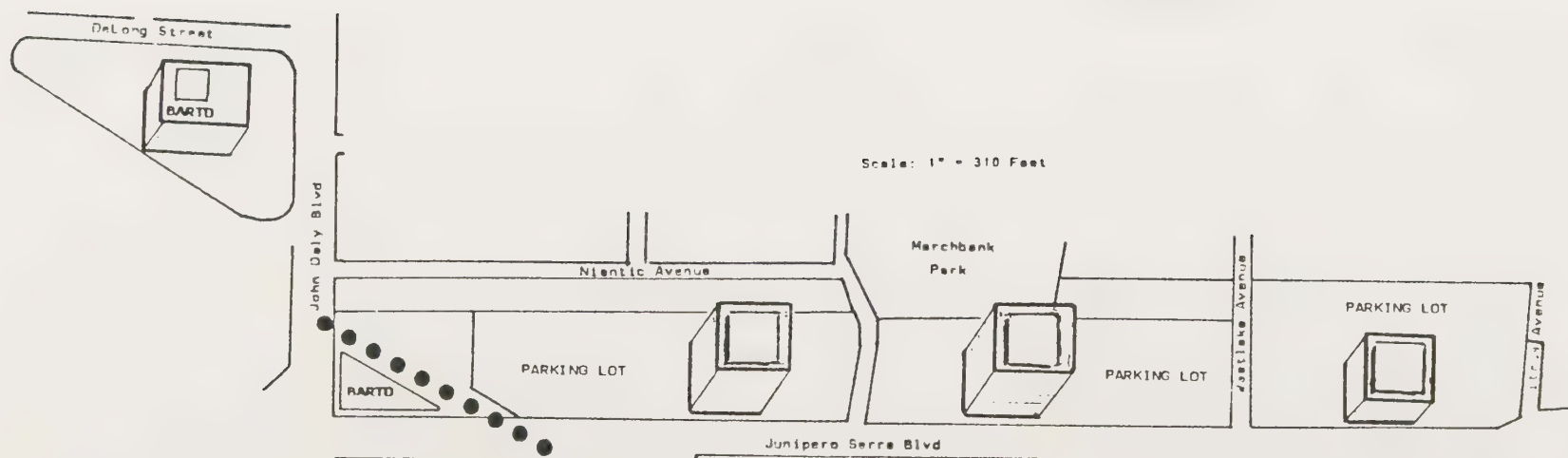
Source: LeBlanc & Company





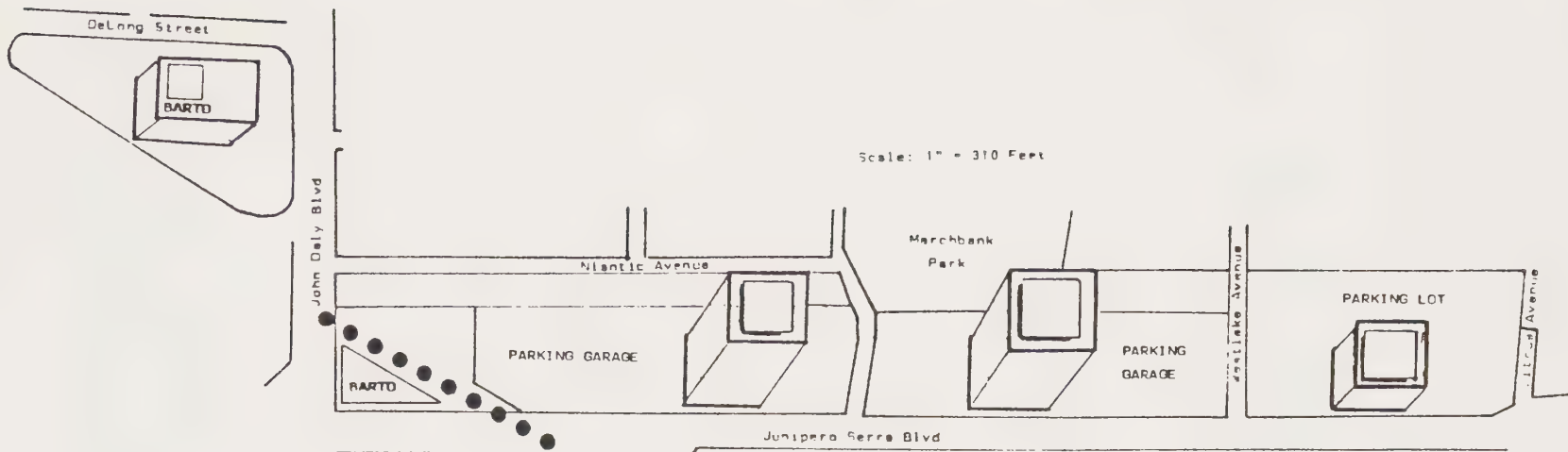
ALTERNATIVE 1  
**"RESTRICTED" DEVELOPMENT**

FIGURE 9



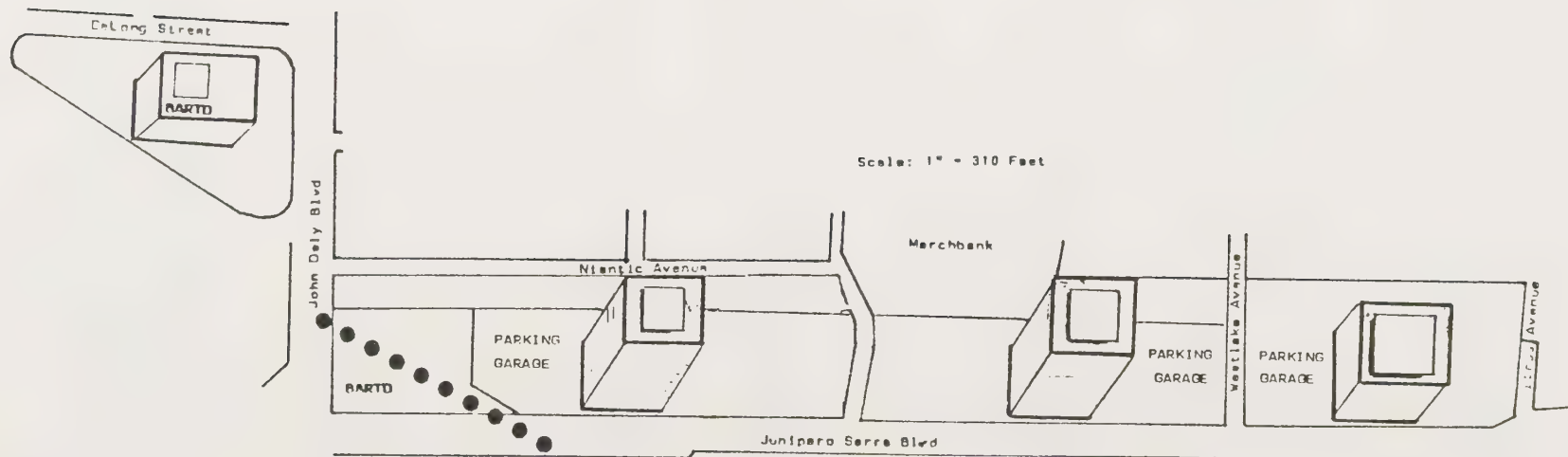
ALTERNATIVE 2  
**"INTERMODAL I" DEVELOPMENT**





ALTERNATIVE 3  
"INTERMODAL II" DEVELOPMENT

FIGURE 10



ALTERNATIVE 4  
"INTERMODAL PLUS" DEVELOPMENT





## The "Intermodal Plus" Alternative

The **Intermodal Plus** alternative would represent virtual saturation of the properties and accommodate about 720,000 SF of floor area (643,000 SF of commercial office and 77,000 SF of retailing and other uses). Buildings could exceed eight stories in height; parking on all blocks would be in garages, maximum lot coverage would be required.

These figures assume restaurant space integrated into the office buildings (thus calling for more parking and less office footage). The BARTD joint development figures are held relatively constant in all examples, as the flexibility to develop these holdings is very limited, and related to the schemes for circulation, transit bus movements, and the like.

These four major project alternatives represent the range of floor area and land use alternatives that might be seen within the Specific Plan Area with varying application of redevelopment and/or joint development powers by Daly City and BARTD.

## The "No Project" Alternative

A "no project" alternative would, under current assumptions, result in a minimal amount of new or replacement development. It is assumed that these totals would be approximately 110,000 SF maximum, spread throughout the various properties involved on blocks 51 and 52.

Development would consist primarily of expansion of certain existing businesses, and perhaps one or two smaller office projects that might be developed on portions of blocks 51 and 52.

## 4. Environmental Impact Comparisons

Although the nature of the proposed Planned Development Specific Plan would allow a variety of office and retail commercial uses, office type uses would predominate.

A mix that yielded significantly higher proportions of retail or restaurant use would most likely be less economically viable, because of competition from the Serramonte area. It would also be more competitive to plans for improvement of the Mission Street corridor. The greater trip generation of such uses would have more adverse traffic consequences as well.



Other potential uses would be industrial or residential. Industrial uses are generally built at significantly lower intensity than office uses. Thus, the amount and value of industrial reuse of the area would probably not justify the public and private investment required to intensify the Junipero Serra strip.

#### 4.1. Residential Use Considered

Residential use would be another alternative for all or a part of the Peninsula Gateway Plaza Specific Plan Area. Economic viability, the excessive noise environment of much of the area, and the visual impact of the BART Turnback track would be problems for this use in much of the area.

Block 52, between Westlake and Citrus Avenues, has the greatest depth of Specific Plan parcels (300 feet), and residential use could be envisioned for the rear or easternmost portions of the parcels that are less adversely affected by noise and adjoin the residential uses along Niantic Avenue.

Residential use, particularly for senior housing, could also be envisioned for the site on the DeLong Street lot. This would provide outstanding transportation access for the residents, but would also expose them to the noise associated with the bus terminal operations. Such use would also not provide as good a return to BARTD in terms of joint development revenues.

#### 4.2. Impact Variations

The alternative intensities of development that have been reviewed for this EIR are illustrated below, with figures showing the possible level of development on each block for these alternatives in comparison with the "project" and "no project" alternatives.

##### Development Intensity

Restricted development represents limited development of additional commercial space and does not take in the property owned by the Southern Pacific Railroad. The **Intermodal I** alternative includes all available property but assumes an average building height of four stories with all parking on surface lots. The **Intermodal Plus** development alternative would allow development of eight story buildings on Blocks 50 through 52, with parking in an average of two story structures. In comparison with the "project" (**Intermodal II**) level of development described in Section IV of this EIR, **Restricted development** would allow 32 percent as much development, **Intermodal I** would allow 60 percent as much, and **Intermodal Plus** could accommodate 117 percent as much development as the "project" alternative.



Each of these alternative development intensities will have differing effects in terms of urban design, employment, transportation, utility demands, public finance, and other impacts. Below are illustrated the differences in employment, utilities, and parking among these alternatives.

---

ALTERNATIVE IMPACTS ON EMPLOYMENT, UTILITY CONSUMPTION,  
AND PARKING DEMAND: FIVE ALTERNATIVES

	<u>No Project</u>	<u>Rest- ricted</u>	<u>Inter- modal I</u>	<u>The Project</u>	<u>Inter- Modal Plus</u>
SF of Development	170,000	192,000	375,000	615,000	720,000
Employees	580	751	1,470	2,420	2,830
Parking Spaces	510	638	1,287	2,135	2,534
Water Use (gpd)	21,750	29,500	49,200	93,200	108,700
Sewage (gpd)	17,400	23,600	39,400	74,500	87,000

---

Source: LeBlanc & Company

### Traffic Impacts

The alternatives do affect the Level of Service (LOS) and the estimated vehicle/capacity ratio of the John Daly Boulevard/Junipero Serra Boulevard intersection. More information is contained in the traffic analysis appendix (Appendix B). The figures following summarize the PM peak hour trip generation and vehicle/capacity implications of each of the project alternatives.

While the **Restricted** and **Intermodal I** alternatives would enable the City to maintain Level of Service "D", the vehicle/capacity ratios are only incrementally different. The intersection improvements recommended in the Daly City Intermodal Study remain a necessity for any level of development.



The further widening of the John Daly Boulevard bridge over I-280 Freeway from the southbound off-ramp remains a desirable feature under any of the development scenarios, and would be an absolute requirement for any level of development significantly greater than those included in this analysis.

---

PEAK HOUR VEHICLE TRIPS AND FUTURE LEVELS OF SERVICE:  
JOHN DALY BOULEVARD/JUNIPERO SERRA BOULEVARD INTERSECTION

<u>Plan Alternative</u>	<u>PM Peak Hour Trips</u>	<u>Vehicle/Capacity Ratio</u>	<u>Level of Service</u>
No Project *	450	.87	D
Restricted	359	.86	D
Intermodal I	668	.89	D
Intermodal II	1,038	.93	E
Intermodal Plus	1,209	.94	E

---

Source: DKS Associates  
\* LeBlanc & Company estimate

### Public Facilities

It is difficult to assess whether the utility implications would vary in their requirements based on the intensity of development. Sewage treatment capacity improvements are required no matter what level of further development is permitted in the Peninsula Gateway Plaza Specific Plan Area. It is possible that a lower intensity of development, with buildings kept to four stories or less will not require increased water supply pipe size and boosters to increase fire flow. Storm drainage improvements are determined by impervious area, not building intensity.

Thus, unless lower intensity development is accomplished by keeping development density high on some sites with open space in others, the amount of run-off and thus improvements needed are unlikely to differ greatly among the alternatives.





## Geophysical Considerations

The base conditions are obviously constant but lower intensity of development, particularly the Restricted Development Alternative, would require less sophisticated engineering to guarantee structural integrity.

Noise and air quality impacts would vary slightly with intensity of development, although the base levels of traffic and noise are so high in this area that the differences are unlikely to be significant.

Development of one to four story buildings will result in no shadow impact on homes along Niantic Avenue east of the sites planned for development. The Intermodal Plus alternative will extend a small amount of shadowing to the area behind the Westlake to Citrus Avenue block on the easterly edge of the Peninsula Gateway Plaza Specific Plan Area.

## 5. Fiscal Impact Considerations

The Specific Plan alternatives provide annual revenues and tax increment financing capacity that rises as project development intensity is increased. The figures in Tables 2 and 3 following indicate the range of financing capacity involved.

### 5.1. Annual Revenues

Table 2 figures show the approximate annual (recurring) revenue flows to Daly City from alternative levels of development. These revenues, consisting of Daly City's share of property taxes and sales taxes, go up or down in relation to the size of the project and the amount of retailing and taxable services anticipated. The "project" alternative produces about \$276,000 annually (in 1986 dollars). The "no project" alternative would produce roughly \$47,000, by comparison.

### 5.2. Tax Increment Bonding Capacity

In each of the cases covered here, the tax increment bonding capacity (refer to Section IV for a full discussion of this financing method) is established by taking "new" full development valuation, subtracting the "frozen base" valuation of \$1.2 million (set within the existing Redevelopment Project Area), calculating the "new" tax revenue, less the revenue from properties to be redeveloped, and converting this into ability to support the new municipal bonds sold.



Table 2  
ESTIMATED REVENUES TO DALY CITY  
FROM SPECIFIC PLAN DEVELOPMENT LEVELS:  
FIVE ALTERNATIVES

<u>Plan Alternative</u>	<u>Floor Area (SF) Level Of Development</u>	<u>Daly City Share Of Annual Tax Revenue (Thousands)</u>		
		<u>Property</u>	<u>Sales</u>	<u>Total</u>
<b>"Project" - Intermodal II</b>				
Office	552,000	\$ 138.00	\$ -	\$ 138.00
Retail	63,000	12.60	126.00	138.60
	-----	-----	-----	-----
	615,000	150.60	126.00	276.60
Restricted				
Office	162,000	40.50	-	40.50
Retail	30,000	6.00	60.00	66.00
	-----	-----	-----	-----
	192,000	46.50	60.00	106.50
Intermodal I				
Office	324,000	81.00	-	81.00
Retail	51,000	10.20	102.00	112.20
	-----	-----	-----	-----
	375,000	91.20	102.00	193.20
Intermodal Plus				
Office	643,000	160.75	-	160.75
Retail	77,000	15.40	154.00	169.40
	-----	-----	-----	-----
	720,000	176.15	154.00	330.15
"No Project"				
Office	100,000	25.00	-	25.00
Retail	10,000	2.00	20.00	22.00
	-----	-----	-----	-----
	110,000	27.00	20.00	47.50

/a/ Office space is valued at \$100.00/SF complete; retail space at \$80.00/SF. Retail sales figured at \$200.00/SF average stores and restaurants. Daly City property tax revenue is 25 percent of San Mateo County total; sales tax revenue is 1 percent of estimated sales. No valuation placed on parking facilities.

Source: LeBlanc & Company



Table 3  
ESTIMATED TAX INCREMENT FINANCIAL CAPACITY:  
FIVE SPECIFIC PLAN ALTERNATIVES

<u>Plan Alternative</u>	Floor Area (SF)	Full Development		
	<u>Level Of Development</u>	<u>Property</u>	<u>Adjusted</u>	<u>Bond Capacity</u>
"Project" - Intermodal II				
Office	552,000	552.00		
Retail	63,000	50.40		
	-----	-----	-----	-----
	615,000	\$ 602.40	\$ 515.40	\$ 3,250.00
Restricted				
Office	162,000	\$162.00		
Retail	30,000	24.00		
	-----	-----	-----	-----
	192,000	\$186.00	\$124.00	\$780.00
Intermodal I				
Office	324,000	324.00		
Retail	51,000	40.80		
	-----	-----	-----	-----
	375,000	364.80	277.80	1,750.00
Intermodal Plus				
Office	643,000	643.00		
Retail	77,000	61.60		
	-----	-----	-----	-----
	720,000	704.60	617.60	3,900.00
"No Project"				
Office	100,000	100.00		
Retail	10,000	10.00		
	-----	-----	-----	-----
	110,000	110.00	110.00	700.00

- /a/ Adjusted revenue in each alternative accounts for approximately \$1.2 million "frozen base", and removal of current \$50,000 to \$75,000 property taxes from Blocks 50, 51 and 52 (SP land values estimated). No valuation increase placed on parking facilities in these examples.
- /b/ Bonding capacity figured as 30-year, 10 percent tax allocation financing issue, 1.5 debt reserve ratio. This is bonding capacity at full development, in 1986 dollars.

Source: LeBlanc & Company





In the Table 3 figures, the "project" alternative produces bonding capacity of approximately \$3.2 million, and the other alternatives range from about \$700,000 to \$3.9 million, with the "no project" alternative producing the lowest capacity.

In these examples all parking investment is assumed to be publicly financed, and is not part of the new property valuation. If the public parking program is reduced, valuation (and tax increment bonding capacity) will increase accordingly. The bond capacity estimates are conservative in that a high reserve ratio to annual payment is used. Substitution of a hotel property in the alternatives would slightly increase the bonding capacity in each case, due to higher valuation per square foot of construction. /c/

### 5.3. Police And Fire Services

As discussed in Section IV of this EIR, Daly City police personnel will increase from one additional sworn officer (at the "Restricted" alternative level of development) to five additional officers (at the "Intermodal Plus" level).

Additionally, development intensity above the "Intermodal I" level will require purchase of an additional police patrol vehicle. Fire protection requirements will consist of additional safety and suppression equipment, dependent on the design of structures within the Specific Plan Area.

### 5.4. Water System

Development of eight story buildings or greater would require fire flows of at least 3,000 gpm. A flow of 4,000 gpm would most likely be adequate for the "project" (Intermodal II) type and level of development. This could be achieved with a 10" line, providing pressure was improved through installation of an additional booster pump. Restricted and "no project" alternatives would not demand similar fire flows.



## EndNotes

- /a/ The various alternatives known as "Intermodal I, II and Plus" are linked to findings in the Daly City Intermodal Study (op.cit.), and conditioned by expected traffic impacts on key local streets. Refer to LeBlanc & Company, Technical Memorandum 1 and Technical Memorandum 2 for a complete technical analysis of the options.
- /b/ This alternative is similar to one proposed by consultants working with the Intermodal Study in 1984 and 1985. See the Keyser-Marston reports (technical supplements to the Intermodal Study final report) mentioned in the Bibliography.
- /c/ Tax increment financing is commonly employed in California, although recent years have seen a reduction in the actual revenue "captured" by redevelopment agencies. This has been due mainly to claims on the revenue from other local public agencies, including special districts. The method is most effective when a commercial project of significant size will be constructed and occupied in its entirety, almost immediately following the issuance of bonds.



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## VI OVERVIEW OF ENVIRONMENTAL AND RELATED IMPACTS

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The following summary comments cover identifiable environmental impacts, including growth-inducement, associated with the Peninsula Gateway Plaza Specific Plan project.

### 1. Unavoidable Adverse Environmental Impacts

Implementation of the Peninsula Gateway would result in some unavoidable adverse environmental impacts.

#### 1.1. Business Relocations

With full implementation of the Plan, existing businesses in the area, providing approximately 175 jobs, would need to relocate. Both owners and employees, however, have been aware of this eventual need since adoption of the Daly City Redevelopment Plan in 1976. Where appropriate, opportunities would be made available for firms and employees to remain in or return to the area.

#### 1.2. Localized Traffic Impacts

Traffic movements at the John Daly Boulevard/Junipero Serra Boulevard interchange would be slightly increased. As a result, the effectiveness of improvements proposed by the Daly City Intermodal Study would be somewhat reduced. An improvement in traffic movements at this critical intersection could still be achieved. However, with development as proposed under the Peninsula Gateway Plaza Specific Plan, traffic flow conditions would remain at Level of Service "E", rather than "D", the level produced by the Intermodal Study improvements without accommodation of the Peninsula Gateway Plaza development (the project) assumed here.

#### 1.3. Urban Design Impacts

Views from a small number of homes on Niantic Avenue and certain other streets might be obscured or significantly altered. A small number of homes and a portion of Marchbank Park would also be within the shadow of the office structures for a short time in late afternoon.



#### 1.4. Fiscal Impacts

A decision to proceed with implementation of the Specific Plan could result in short-term fiscal impacts on the City of Daly City resulting from the need for additional infrastructure and public facility improvements. In general, however, such improvements are dictated by other conditions and prospective community-wide developments in addition to the Peninsula Gateway Plaza Specific Plan being considered here.

### 2. **Growth-Inducing Impacts**

The proposed project is not expected to generate negative development or growth-inducing impacts. Indeed, one of Daly City's stated objectives for the Peninsula Gateway Plaza Specific Plan is to induce economic growth in Daly City, in keeping with overall community goals, plans and programs.

An increase of some 2,250 jobs over current levels is anticipated as a result of the project, at completion. However, it is anticipated that a significant proportion of these jobs will be available for existing Daly City residents.

Location close to BART is expected to permit a significant percentage of other workers to travel to work by BART transit, helping achieve regional goals for increasing transit ridership.

### 3. **Relationship Between Local Short-term Uses of Man's Environment and Long-Term Productivity**

The proposed Specific Plan represents the application of material and financial resources to an under-developed, suburban site with the object of creating a more intense, profitable and satisfying urban place. The project will provide enhancement of long-term productivity in the Daly City economic environment through creation of additional jobs for Daly City residents and others.

In the long term, adoption of the Specific Plan should generate moderate direct and considerable indirect fiscal benefits for the city. Significantly, the project is expected to result in a net savings of energy, through the concentration of jobs and retail uses close to transit and residences, and to stimulate similarly efficient use of land and resources nearby and elsewhere in Daly City.





#### **4. Irreversible Environmental Changes**

Irreversible change in the natural character of the Specific Plan Area occurred many years ago with its original development for commercial and other purposes. Of the unavoidable adverse impacts on the environment listed above, only the visual changes are irreversible.

Further expansion of the traffic-carrying capacity of the critical John Daly Boulevard/I-280 interchange would be achievable with additional infrastructure improvements. Financial returns from the development, albeit in the longer term, are expected to offset initial fiscal impacts on the Daly City community.

#### **5. Effects Not Found to be Significant**

In accordance with CEQA Guidelines, the City of Daly City prepared an initial study in late 1985 and early 1986, to determine which relevant impact types were potentially significant and thus required study in this EIR. The initial study is attached as Appendix A, together with a summary explanation of the determinations. No evidence has been produced in the course of the preparation of this Environmental Impact Report to warrant altering those initial determinations.



## Bibliography

City of Daly City, General Plan, Daly City, California, adopted by Council July 1978.

City of Daly City, Mission Street - Junipero Serra Boulevard Commercial Business District Project, adopted June 1977.

City of Daly City, Zoning Ordinance.

City of Daly City, Design Guidelines Manual (adopted as part of Junipero Serra Boulevard Redevelopment Plan), April 1977.

DKS Associates Inc., Daly City Intermodal Study, Oakland, California, June 1985.

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Keyser-Marston Associates, Market Evaluation: Daly City Intermodal Study, San Francisco, California, September 1984.

LeBlanc & Company, Technical Memorandum 1, Specific Plan Program, Sausalito, California, December 1985.

LeBlanc & Company, Technical Memorandum 2, Specific Plan Program, Sausalito, California, January 1986.

LeBlanc & Company, Peninsula Gateway Plaza Specific Plan, Sausalito, California, February 1986.

U. S. Urban Mass Transit Administration, Final Environmental Impact Statement, Daly City Station Turnback Improvement Alternatives, San Francisco, California, December 1982.



Appendix A:

INITIAL STUDY - CITY OF DALY CITY

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DALY CITY ENVIRONMENTAL REVIEW - CEQA  
INITIAL STUDY

I. BACKGROUND

1. Name of Proponent City of Daly City
2. Address and Phone Number of Proponent:  
333 90th Street  
Daly City, CA 94015
3. Date of Checklist Submitted January, 1986
4. Agency Requiring Checklist City of Daly City
5. Name of Proposal, if applicable Peninsula Gateway Plaza  
Specific Plan

II. ENVIRONMENTAL IMPACTS

(Explanations of all "yes" and "maybe" answers are required on attached sheets.)

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
1. <u>Earth.</u> Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?	<u>      </u>	<u>  X  </u>	<u>      </u>
b. Disruptions, displacements, compaction or overcovering of the soil?	<u>      </u>	<u>  X  </u>	<u>      </u>
c. Change in topography or ground surface relief features?	<u>      </u>	<u>  X  </u>	<u>      </u>
d. The destruction, covering or modification of any unique geologic or physical features?	<u>      </u>	<u>      </u>	<u>  X  </u>
e. Any increase in wind or water erosion of soils, either on or off the site?	<u>      </u>	<u>  X  </u>	<u>      </u>
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	<u>      </u>	<u>      </u>	<u>  X  </u>



	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	_____	<u>  X  </u>	_____
2. <u>Air.</u> Will the proposal result in:			
a. Substantial air emissions or deterioration of ambient air quality?	_____	<u>  X  </u>	_____
b. The creation of objectionable odors?	_____	_____	<u>  X  </u>
c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	_____	_____	<u>  X  </u>
3. <u>Water.</u> Will the proposal result in:			
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?	_____	_____	<u>  X  </u>
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff?	_____	<u>  X  </u>	_____
c. Alterations to the course or flow of flood waters?	_____	_____	<u>  X  </u>
d. Change in the amount of surface water in any water body?	_____	_____	<u>  X  </u>
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	_____	_____	<u>  X  </u>
f. Alteration of the direction or rate of flow of ground waters?	_____	_____	<u>  X  </u>
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	_____	_____	<u>  X  </u>



	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
h. Substantial reduction in the amount of water otherwise available for public water supplies?	_____	<u>  X  </u>	_____
i. Exposure of people or property to water related hazards such as flooding or tidal waves?	_____	_____	<u>  X  </u>
4. <u>Plant Life.</u> Will the proposal result in:			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, microflora and aquatic plants)?	_____	<u>  X  </u>	_____
b. Reduction of the numbers of any unique, rare or endangered species of plants?	_____	_____	<u>  X  </u>
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	_____	_____	<u>  X  </u>
d. Reduction in acreage of any agricultural crop?	_____	_____	<u>  X  </u>
5. <u>Animal Life.</u> Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	_____	<u>  X  </u>	_____
b. Reduction of the numbers of any unique, rare or endangered species of animals?	_____	_____	<u>  X  </u>
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	_____	_____	<u>  X  </u>
d. Deterioration to existing fish or wildlife habitat?	_____	_____	<u>  X  </u>



	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
6. <u>Noise.</u> Will the proposal result in:			
a. Increases in existing noise levels?	<u>X</u>	<u>      </u>	<u>      </u>
b. Exposure of people to severe noise levels?	<u>      </u>	<u>      </u>	<u>X</u>
7. <u>Light and Glare.</u> Will the proposal produce new light or glare?	<u>      </u>	<u>X</u>	<u>      </u>
8. <u>Land Use.</u> Will the proposal result in a substantial alteration of the present or planned land use of an area?	<u>X</u>	<u>      </u>	<u>      </u>
9. <u>Natural Resources.</u> Will the proposal result in:			
a. Increase in the rate of use of any natural resources?	<u>      </u>	<u>      </u>	<u>X</u>
b. Substantial depletion of any nonrenewable natural resource?	<u>      </u>	<u>      </u>	<u>X</u>
10. <u>Risk of Upset.</u> Does the proposal involve a risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	<u>      </u>	<u>X</u>	<u>      </u>
11. <u>Population.</u> Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	<u>      </u>	<u>X</u>	<u>      </u>
12. <u>Housing.</u> Will the proposal affect existing housing, or create a demand for additional housing?	<u>      </u>	<u>X</u>	<u>      </u>
13. <u>Transportation/Circulation.</u> Will the proposal result in:			
a. Generation of substantial additional vehicular movement?	<u>X</u>	<u>      </u>	<u>      </u>





	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
b. Effects on existing parking facilities, or demand for new parking?	<u>X</u>	<u>      </u>	<u>      </u>
c. Substantial impact upon existing transportation systems?	<u>      </u>	<u>X</u>	<u>      </u>
d. Alterations to present patterns of circulation or movement of people and/or goods?	<u>      </u>	<u>      </u>	<u>X</u>
e. Alterations to waterborne, rail or air traffic?	<u>      </u>	<u>      </u>	<u>X</u>
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	<u>      </u>	<u>      </u>	<u>X</u>
14. <u>Public Services.</u> Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?	<u>      </u>	<u>X</u>	<u>      </u>
b. Police protection?	<u>      </u>	<u>X</u>	<u>      </u>
c. Schools?	<u>      </u>	<u>      </u>	<u>X</u>
d. Parks or other recreational facilities?	<u>      </u>	<u>X</u>	<u>      </u>
e. Maintenance of public facilities, including roads?	<u>      </u>	<u>X</u>	<u>      </u>
f. Other governmental services?	<u>      </u>	<u>      </u>	<u>X</u>
15. <u>Energy.</u> Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?	<u>      </u>	<u>X</u>	<u>      </u>
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	<u>      </u>	<u>      </u>	<u>X</u>



	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
16. <u>Utilities.</u> Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
a. Power or natural gas?	_____	_____	<u>X</u>
b. Communications systems?	_____	_____	<u>X</u>
c. Water?	_____	_____	<u>X</u>
d. Sewer or septic tanks?	_____	<u>X</u>	_____
e. Storm water drainage?	_____	<u>X</u>	_____
f. Solid waste and disposal?	_____	_____	<u>X</u>
17. <u>Human Health.</u> Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?	_____	_____	<u>X</u>
b. Exposure of people to potential health hazards?	_____	_____	<u>X</u>
18. <u>Aesthetics.</u> Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	_____	<u>X</u>	_____
19. <u>Recreation.</u> Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	_____	<u>X</u>	_____
20. <u>Archeological/Historical.</u> Will the proposal result in an alteration of a significant archeological or historical site, structure, object or building?	_____	_____	<u>X</u>



21. Mandatory Findings of Significance.

(a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

\_\_\_\_\_ X \_\_\_\_\_

b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)

\_\_\_\_\_ X \_\_\_\_\_

c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)

\_\_\_\_\_ X \_\_\_\_\_

d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

\_\_\_\_\_ X \_\_\_\_\_

III. DISCUSSION OF ENVIRONMENTAL EVALUATION





IV. DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.
- ☒ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date 2/4/86

Jerry Smith  
(Signature)

For CITY OF DALY CITY.



## PENINSULA GATEWAY PLAZA SPECIFIC PLAN AND EIR

### DISCUSSION OF ENVIRONMENTAL EVALUATION FOR THE INITIAL STUDY

- 1.a The potential impact relates to unengineered fill over a portion of the site. Geologic and soils consultants to the OBI Daly Center proponents identified an engineering approach to avoid or mitigate this potential hazard. Detailed soils investigation would be required prior to any new construction.
- 1.b Substantial earthwork would be required by the project but would  
& c. not significantly alter the topography or ground relief of this already-disturbed site.
- 1.e. Some potential for erosion exists during construction but will be avoided or mitigated by mandating best construction practices during demolition and redevelopment.
- 1.g The site is approximately 1½ miles from the San Andreas Fault. Geologic and soils consultants to the OBI Daly Center proponents identified one engineering approach to avoid or mitigate this potential hazard. Any building would have to meet seismic safety criteria in the Uniform Building Code.
- 2.a. Traffic volumes and flows generated by new uses in the study area may have potential air quality impacts.
- 3.b. Possible changes in absorption rates and surface runoff could result from an increase in impermeable surface within the study area.
- 3.h. Increased employment on site could potentially affect available water supply from local and external (Hetch Hetchy) sources.
- 4.a. Shrubs, brushweed and grasses along the Southern Pacific RR right-of-way, including the slope behind the Niantic Avenue homes, comprise a majority of the vegetation within the study area. The stands of Monterey pine at the west end of Marchbank Park represent a significant feature at least in visual terms. Viable tree stands should be retained and other significant vegetation should be retained where feasible and enhanced by landscaping to mitigate any loss of habitat or species diversity. Additional planting should be considered to mitigate the loss of freeway planting (removed for turnback construction).
5. See 4.a. above.
6. There is some potential for increased noise on Niantic Avenue due to additional vehicle movement under some alternatives. If so, this may be offset by the potential for new structures on the site to buffer freeway noise. The entire site is projected to be affected by noise generated by the BART turnback which, together with freeway-generated noise, will exceed levels acceptable for residential land use. The issue should be examined with the objective of identifying means, including site layout, planting, building orientation, and insulation to mitigate overall noise impacts. However, no additional monitoring or modeling is warranted.



7. Reuse of the study area has the potential to produce new light or glare and to produce new shadows. The EIR should build on studies undertaken for the OBI Daly Center EIR in assessing potential impacts and recommending mitigation measures. Where necessary, detailed analyses may be required.
8. Reuse of the study area is the intent of the Daly City General Plan and Redevelopment Plan. Thus, a specific plan conforming to the requirements of those documents and to the mitigation measures adopted for the Redevelopment Plan EIR, should have no significant adverse impacts on the environment. However, the potential direct and indirect changes in land use within the study area associated with the specific plan are of sufficient significance to require formal evaluation within the EIR.
10. The study area contains two gas stations, as well as auto repair, furniture refinishing and other activities involving the use, storage and possible disposal of toxic or hazardous materials. The plan may call for the elimination of these uses.
11. See 8. above.
12. See 8. above.
- 13.a. The limited capacity of the Junipero Serra/John Daly intersection as well as on- and off-ramps to I-280 to accommodate increased traffic, as demonstrated in the Daly City Intermodal Study, requires a full analysis of the traffic impacts of study area reuse under the specific plan and its alternatives.
- 13.b. See 13.a. above.
- 14.a. & b. The significant expansion in structures and employment in the study area represented by the specific plan requires a current review of fire protection and security requirements, capacities and costs.
- 14.c. Significant residential reuse of the study area is not contemplated at the present time. Were this to change, however, it is understood that adequate school capacity would be available as a result of the declining enrollment in the Jefferson School District discussed in the Redevelopment Plan EIR.
- 14.d. Reuse of the study area has the potential to lead to competition for use of Marchbank Park between neighborhood residents and retail and office employees.
- 14.e. Maintenance of new public facilities may result in new or altered city government services, especially if publicly-owned parking is a component of the specific plan or adopted alternative.
15. Implementation of the proposed plan for reuse of the study area is not expected to result in any significant additional use of fuel or energy. Fuel or energy use associated with more intensive alternatives is expected to be offset by increased transit ridership and opportunities for working close to home.



- 16.c., Supply and distribution of each of these utilities is of sufficient  
d.&e. concern, citywide, to require investigation in the EIR.
17. See 10. above.
18. See 8. above.
19. See 14.d above.





Appendix B:

TRAFFIC CONSULTANT'S REVIEW

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# DKS Associates

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1419 Broadway, Suite 700  
Oakland, CA 94612  
415 763.2061

December 3, 1985

Michael Fajans  
Urban Economist/Planner  
1911 Yolo Avenue  
Berkeley, CA 94707

Subject: Daly City BART Station Area Specific Plan  
Responses to Traffic Questions

P85288X0

Dear Mr. Fajans:

The following report contains a response to questions forwarded in your letter of November 13, 1985, regarding the Daly City BART Station Area Specific Plan.

**Question 1: Would a change in the mix of uses shown at the bottom of page IV-4 of the Intermodal Study affect the permitted square footage? i.e. 180,000 sq. ft. office and 20,000 sq. ft. restaurants?**

The revised land use mix would generate fewer trips than the original project mix. This modification would result in a reduction of 1,670 daily trips (115 peak hour trips) from the Redevelopment Project area (see Table 1). The level of service at the Junipero Serra Boulevard/John Daly Boulevard intersection (with improvements listed on page IV-4 and Redevelopment project) would remain at a "D" condition during the PM peak hour; however, the demand-to-capacity (D/C) ratio would be reduced from a 0.86 to a 0.85.

The change in land use mixes outlined above would allow for the development of an additional 80,000 square feet in office uses in the Redevelopment Project while maintaining the projected service level and D/C ratio at the Junipero Serra/John Daly intersection for the original land use mix.

**Question 2: Does the location of this development along Junipero Serra affect the amount of permitted development?**



Table 1  
TRIP GENERATION

LAND USE	Trip Rate*	Adjust-ment**	PM Peak Hr. (In/Out)	Vehicle Trips***			
				Intermodal Daily	PM	Alternative Daily	PM
OFFICE	14.3	0.7	14.2% (20/80)	1,500	215	1,800	260
RESTAURANT	95.5	0.9	8.1% (70/30)	3,440	280	1,720	140
RETAIL	82.0	0.3	9% (50/50)	250	20	0	0
TOTAL				5,190	515	3,520	400

- 
- \* - Daily vehicle trips per 1,000 gross square feet.  
SOURCE: Trip Generation, Institute of Transportation Engineers, Third Edition, 1982, Codes 723 & 821; and  
14th Progress Report on Trip Ends Generation Research Counts, Department of Transportation, State of California, District 4, July 1982.
- \*\* - Adjustments are reductions of daily vehicle trip rate to relate standard nationwide and California driveway vehicle counts to specific site conditions in Daly City. The specific assumptions are briefly described below:
- o Office: Assumes 30% of trips use transit/BART/other modes;
  - o Restaurant: Assumes 10% of trips are attracted from the existing traffic passing the site; and
  - o Retail: Assumes 70% of trips are attracted by passing by traffic and existing BART trips which would be linked to retail use. Assumes retail has good orientation toward BART.
- These adjustments were derived from the best available research on passer-by trips and the impact of good access to transit and BART for Bay Area projects.
- \*\*\*- Land use mixes:  
Intermodal = 150,000 GSF Office, 40,000 GSF Restaurant, 10,000 Retail  
Alternative = 180,000 GSF Office, 20,000 GSF Restaurant





The location of the development along Junipero Serra would affect the amount of permitted development. As the more intense development is moved in a southerly direction (away from the BART station), the reliance of employees and patrons on BART for transportation purposes decreases. As a result, the number of vehicle trips generated by the development would increase. The adjustment of trip generation shown in Table 1 would tend to normalize to 1.0 representing a 30% increase in vehicle trips. The subsequent demands on roadway and parking facilities would be greater.

**Question 3: Do I understand correctly from your analysis that a 85,000 square foot building on the DeLong lot is the equivalent of a 120,000 square foot building south of John Daly Boulevard in traffic impact? Since we now have good reason to believe there will be a second station, what would be the impact of a 105,000 square foot building on the DeLong lot if no additional parking were provided at the station, and that the developer replaced 315 BART spaces by providing new ones at the Serramonte/Colma Station? (i.e. office parking replace BART parking).**

An 85,000 square foot building on the DeLong lot has an equivalent impact on traffic operations at the Junipero Serra/John Daly intersection as a 120,000 square foot building south of John Daly on Junipero Serra. This occurs because the trips generated by development on the DeLong lot, as distributed on the network, have a greater impact on critical movements at the intersection, due to the location of the project on John Daly Boulevard.

The addition of 20,000 square feet of office uses to the DeLong lot would have minimal impacts on the traffic operations at the Junipero Serra/John Daly intersection. The additional development would generate approximately 250 daily vehicle trips (36 peak hour trips). The level of service for the Junipero Serra/John Daly intersection would remain at the "D" condition (with improvements listed on page IV-4 and Redevelopment project), but the D/C ratio would increase from a 0.86 to a 0.87.

The addition of 315 parking spaces at the Serramonte/Colma Station in exchange for the use of existing Daly City BART parking for office development on the DeLong lot is acceptable, if the 315 parking spaces are provided as a supplement to the recommended 2,150 to 2,250 parking stalls at Serramonte/Colma. The proposed parking facilities are projected to serve only the future demand for the Daly City and Serramonte/Colma Stations, and not for the transfer of existing demand.



**Question 4: Are there any other potential improvement projects besides adding a free right turn lane from I-280 southbound off-ramp to Junipero Serra westbound that could alleviate traffic pressure, thus allowing more development?**

There are no other additional improvement projects at the Junipero Serra/John Daly intersection which would significantly improve capacity which were not addressed in the Intermodal Study. The only potential improvement projects which would mitigate conditions at this intersection would be the opening of new corridors to more efficiently serve internal travel in Daly City, such as the extension of Sullivan Avenue to John Daly Boulevard or the extension of Westlake Avenue over I-280 to Fairway Drive. These projects involve major right-of-way acquisition, construction cost, and changes in land use. These improvements would allow for more efficient travel between the areas of Daly City divided by I-280 and reduce the reliance on John Daly Boulevard as the major east-west corridor.

**Question 5: Would a TSM type effort make any substantial impact on permitted development intensity?**

The adoption of a TSM plan is recommended for office development in the Redevelopment Project. A 30% reduction in office-generated trips has been applied in the Daly City Intermodal Study for BART and transit usage. Our experience is that further reductions in the trip rate due to TSM are not likely for projects of this size, even in areas so closely approximate to BART.

**Question 6: Given the commitment of the second station, and the use of parking ratios of 3 to 3.5 spaces per 1,000 square feet of office development around the BART stations in Walnut Creek and Pleasant Hill, do you think we can lower the required parking ratio in Daly City to a similar ratio?**

Based on our experience with office development in the Bay Area, we would recommend a parking ratio of 3.5 spaces per 1,000 square feet for typical office projects in suburban settings. A parking demand survey conducted by DKS Associates in June 1985 is attached (source: Serramonte Del Rey Planned Development EIR, City of Daly City, prepared by Larry Seeman Associates, Inc., #85-028, August 1985, Appendix D). Due to the close proximity of BART, a parking supply of 3.0 spaces per 1000 GSF would be acceptable near BART (within 1,000 to 1,500 feet). For offices further away from BART, the 3.5 supply ratio should be used.





**Question 7: Would parking at the corner of Junipero Serra and John Daly Blvds. be a major problem if access and egress was limited to a SP alignment roadway from North Parkview?**

Parking access would not be a problem at this location as BART and office parking lot users would be regular commuters who would quickly familiarize themselves with the correct access route. Access problems would occur if this parking lot were designated to serve any retail facilities, as retail users are generally not as familiar with local access routes as commuters.

**Question 8: Where would be the ideal access points for new development from a traffic perspective?**

Response: The access points created by the North Parkview Avenue and the extension of Vista Grande Avenue to Junipero Serra Boulevard provide good access to the new development. The extension of Vista Grande has not been studied as to its potential impact on fronting residents east of the project site and if it is done it should be carefully designed so as not to encourage eastbound through trips originating from the project. If an additional access point were needed, it should be located approximately midway between Westlake Avenue and North Parkview Avenue.

**Question 9: Would an extension of Westlake Avenue across the freeway connecting to a southbound on-ramp be feasible? Would it solve the intersection problem at Junipero Serra/John Daly? What is a ball park estimate of cost?**

From an engineering standpoint, the construction of a flyover extension from Westlake Avenue across the freeway connecting to a southbound on-ramp would be feasible. As a part of the I-280 freeway system in the central Daly City area, however, there are significant problems with the location of the ramp. The merging of I-280, Highway 1, John Daly Boulevard, Junipero Serra Boulevard and Alemany Way just north of the proposed on-ramp create a significant operational problem. The entry point of the proposed on-ramp to the freeway would be located adjacent to the area where a significant amount of weaving must currently take place as a result of the merging of roadways mentioned above. This would only compound the existing problems in the area.

The cost of the flyover and southbound on-ramp would range from \$5 to \$8 million, depending on the amount of earthwork and modifications to retaining walls required. The high cost results from the amount of structure required to clear the freeway and then descend to the highway surface.



Mr. Michael Fajans  
Urban Economist/Planner  
December 3, 1985  
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The greatest benefit from the construction of the southbound on-ramp would be improved freeway accessibility to the project site and the potential relief of congestion in the southern part of the street network (Junipero Serra/San Pedro area) and in the Mission Street corridor. Potential for intrusion of through traffic on residential streets from Mission Street to the new ramp would increase along Westlake. The on-ramp would have little effect on the Junipero Serra/John Daly intersection since much of the existing traffic is associated with local Daly City circulation and BART access which would not change routes significantly with the new ramp.

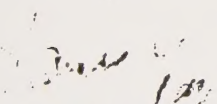
**Question 10: Are there any other intersections likely to be adversely affected by development along the Junipero Serra strip?**

Traffic generated by the Redevelopment project most significantly impacts intersections close to the site, such as Westlake/Junipero Serra and John Daly/Junipero Serra. This is due to a major component of project traffic which would access the freeway at the John Daly interchange and not be on the local street network. The impact of non-freeway traffic generated by the Redevelopment Project quickly dissipates as you move south away from the project on Junipero Serra Boulevard. The intersections near Junipero Serra, San Pedro and Sullivan are the only other intersections which experiences critical delays in the area, and they are sufficiently distant from the project area that Redevelopment would have only minimal impacts on the intersection operations.

If you have any questions regarding the responses to any of the questions, please feel free to call myself or Bob Grandy.

Sincerely,

DKS Associates  
a California Corporation



Ransford S. McCourt, P.E.  
Project Manager

attachment

grandy/1807/dalycity





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